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HONGKONG OFFICE CIOA, DES VOUX ROAD C LONDON OFFICE: 131, FLEET STREET, EC



Honekova August 29TH, 1911.

Bisnop Montgomery, who visited the Far East twelve or eighteen months ago in a tour of inspection on behalf of one of the English Missionary societies, has said and written much regarding his tour since his return-much that has doubtless been interesting and instructive to his audiences at Home, and certainly a good for BISHOP MONTGOMERY has the failing common to most globetrotters, viz., that of posing as an authority on questions concerning which he is very imperfectly informed. The Bishop, we notice, has been lecturing lately on the subject of gambling steamer was stopped and the crow spant about that he had such a horror of gambling was not recovered. that he would not even visit a gambling house as a tourist, yet, he said, "it was impossible to pass over interest in the fact that so capable and intellectual a race as the Chinese should have been content with one gambling game, fan-tan, for thousands of years." Having medified his belief being considered. that the game was a pure and meaningless gamble, and reached the conclusion that "the subject has its interest for the psychologist," his Lordship describes the gaine. He tells the tale as 'twas told to him that the croupier knows exactly how many cash he puts upon the table. " whether seventy-nine or eighty for example," and that the croupier has 'immense insight winning." His Lordship therefore arrives at the

conclusion that "it is really a sort of psychological contest between the croupier and the gambler." Many people besides Yard at Sheernes the Bishop make the mistake of supposing that fan-tan gambling, which until recently was openly countenanced at Canton, just as. it is still countenanced at Macao, is typical of what is going on all over China. Because there are public roulette tables at Monte Carlo, Ostend, and one or two other places in Europe, it does not follow that roulette is played everywhere in Europe; neither is it correct to conclude that because fantan at the time of the Bishop's visit was openly played at Canton as wall as in the Portuguese Colony of Macao that the practice extends to the whole race of Chinese. It appears to be to'a game peculiar to the Kwang-tung province. What interests us chiefly in the Bishop's lecture, however, is the following statement The first step towards the real independ once of China on its own soil would appear to be the cession by some means of Macao to China. I hope I am not passing out of my sphere to say so. That it is useless to Portugal seems unquestioned; that, it is also a plagu -spot there can be no doubt that no other foreign nation desires to possess it is clear: that China longs to show how she can conduct a kind of European sanatorium under her flag is a cred itable aspiration." During the past few years the fate of Macao has been a much discussed subject. If no other foreign nation desires to possess Maca, it is not because the place is deemed not worth having. If China can conduct "a kind of European sanatorium" there, it is safe to say most other nations, not excepting the Portuguese, who can do it very much better. The Chinese Government is well aware that more than one other foreign nation would like to possess Macao, and this knowledge it doubtless was which suggested the clause. in the Treaty between China and Portugal Macao and its Dependencies without previous agreement with China. The meaning of that is, in these days of the "sovereign rights" agitation, that China would never consent to the alienation of the territory. Whether Postugal would return Macao to China on payment of satisfactory compensation is a question which, so far as we know, has never been discussed, and there can be no thought of handing back China any Settlement new under European Government until, in the words of the MACKAY Treaty, the Power concerned is satisfied that the state of the Chinese laws, he arrangement for their administration, and other considerations warrant the step.

of \$50 was stolen from 158, Queen's Read West.

A Singapore contemporary says that one of the probables for the Colonial Secretaryship of the Straits seems to be Mr. A. W. Brewin, C.M.G., Registrar General of Hongkoug.

The body of a Chinese male, about 30 years of age, was found on the foreshore near the Cosmo politan Docks on Sunday and removed to the Mortuary.

The meeting of subscribers to the Coronation Celebrations Fund to decide upon the disposal of the surplus takes place as advertised next Tuesday, Soptember 5th, at the Committee room, Supreme Court.

The two Chinese who are in custody on arge of committing an armed robbery at No. 112, Canton Road, Kowloon, were again charged before Mr. Wood at the Magistracy yesterday and remanded for a week,

The American Consulate General last evening received the following typhoen warning from. the Manila Observatory : "Manila August 28. 7 p.m. Cyclone or typhoon N.E. of Luzon, Direction unknown."

The editor of a Chinese newspaper in Bang. kok has been fined 222 ticals and forty days' his newspaper with the intention of intimidat. ing Chinese to travel by a certain line.

As the steamer On Les was proceeding to Macao on Sunday a Chinese passenger com. mitted suicide by jumping overboard. The in China. Though his Lordship confessed half an hour in searching for the body, which

It is authoritatively stated, says a New York commercial paper, that Japan is considering establishing a Spanish port of call at Valencia. Japan imports large quantities of Spanish wine. | ing to Causeway Bay. oil, and cork vid France, and it is to save this extra cost, as well as to extend the Spanish market for Japanese exports, that the plan is

The new constwise laws in Japan have gone into effect, and no more tickets can be issued by steamship companies in Japan for Japanese ports except on steamers under the Japanese flag. According to the Japan Advertiser, a number of would-be passengers unable to reach Kobe by train tried to buy tickets, some by the P. & O., others by the N.D.L. line, but were told no more tickets could be sold by them to coast ports. The Government is very strictly enforcing the law.

Mr. Edgar Watts, Naval Store Officer, Hongkong, has been appointed to H.M. Dock TELEGRAMS. TELEGRAMS.

At the Magistracy yesterday Mr. Hazeland sentenced an old Chinese woman to six months' imprisonment for returning from banishment

The return of visitors to the City Hall Library "and Museum for the week ending the 27th August, 1911, shows that of non-Chiusse there were 416 to the Library and 193 to the Museum. and of Chinese 163 to the former and 3,070 to the latter. The Library was, therefore, used by 579 persons and the Maseum by 3,263.

The typhoon seems to have passed right across the track of the steamers bringing the Siberian mais down from Shanghai. Neither the Chinhua, nor the Tourane had arrived last night. As the typhoon is reported to have entered the coast during Sunday night in the neighbourhood of Foochow, we ought to ene the dela, od steamers in port this morning

Mr. Delcasse, the French Minister of Marine gave a dinner last mouth in konour of Admiral Shimamura and the other Japanese naval officers who were on a visit to Paris. The company included the Prime Minister, M. Caillaux. and other members of the French Government, the Japanese Ambissador in Paris, the French Ambassador in Tokyo, and a number of officers t the Freuch Navy.

Mr. Denman Fuller, organist of St. John's Cathedral, Hongkon's, gave a second recital last week in the Cathedral at Monila. Bishop Brent profosed the recital by saying that Mr. Foller, like all true musiciaus, had given his services absolutely free, "What we need in Manila," continued the Bishop, " is more presentation of music of a high type such as Mr. Fuller give8

A FOREIGNER IN TROUBLE IN HEUNGSHAN.

A story is related in the Chinese papers of an exciting experience which a foreigner of German mationality, whose name is transliterated as "Canute," has had in Sheki (the City of Houngshan). According to the story, trouble urose through his hitting a coolie who in handing him a glass of aerated water, appears to have providing that Portugul will never alienate dipped a dirty finger into it. An excited crowd gatnored round, and remonstrated. The foreigner next proceeded to a shop near by to get some bank-notes changed, and another altercation occurred when the shopkeeper refused to change the notes. It is alleged that the foreigner gave vent to his anger by throwing away a kerosine lamp belonging to the shop. This incensed the crowd. The foreigner then tried to get a chair to take him back to his boat. The coolies demanded 80 cents, and this led to a further quarrel. It is alleged that the foreigner struck the coolies, whereupon the crowd became so menacing that he had to seek refage in the house of a Chinese lady doctor. A Chinese in foreign attire gave information to the magistrate, and a torce of police was at once dispatched to the scene. In the darkness the foreigner, who had meanwhile donned Chinese Between midnight on the 26th instant and 6 dress, was taken to the magistrate's yamen, almost as cheap to have a per capita cona.m. vesterday morning clothing to the value Still the crowd remained, and finally they fire to the Chinese lady doctor's house (persumably believing the foreigner to be still there), but as the flames did not envelop th house as quickly as they desired, the crowd an impregnable system of defence which commenced to pull down the building, number of the mob went to the river side and sank the foreigner's boat with heavy stones. Finally the magistrate issued a notice ordering the crowd to disperse, and telling them that the foreignor would be dealt with according to law, but it was not until two arrests had been made that the magistrate's orders were

At 5 s.m. next day the foreigner was taken

to Canton?

MARINE: MAGISTRATE'S COURT. Monday, August 28th.

BEFORE COVMANDER C. W. BECKWITH R.N. (MARINE MAGISTRATE).

WEONG WARNING BIGNAL. The master of the private steam launch K.6 was charged with failing to blow three short blasts on his whistle to indicate that his engines were going full speed astern.

Defendant pleaded guilty. His Worship, in imposing a fine of \$2 or. soven days' imprisonment, warned the defendant deal that has amused readers in the East, imprisonment for publishing certain notices in to be more careful to give the warning signal when going astern,

> The owners of the launches Wing Fung and Wing Shing were proceeded against for allowing their vessels to lie in the Causeway Bay Refuge without a written permit from the Harbour ment to take over private airships in times

His Worship dismissed the case, but warned the owners to take out a permit in future.

ANCHORING IN THE FAIRWAY. The owners of two coal boats were prosecuted for anchoring their vessels in the fairway lead-

Defendants were each fined \$5, the alternative being seven days' imprisonment

AN EXEMPLARY SENTENCE. Two Chinese boatmen were proceeded against for making their vessels fast to the s.s. Caledonien while that steamer was under way.

Lauce-Sergeant Bond stated that he saw a Morocco. number of pulling beats made fast to the Caledonien. As soon as witness was observed near the steamer the boats let go. The defendants refused to stop when he hailed them, so he gave chase and caught them. Both boats were carrying boarding-house runners:

prisonment for one month with hard labour.

[THROUGH REUTER'S AGENCY.]

THE KAISER ON GERMAN TRADE AND THE NAVY.

London, August 28th.

His Majesty the German Emperor, in a speech delivered at Hamburg, said: "We must not wonder that the upward movement of our trade is causing inconvenience to many parties in the world. Still, competition in commerce is wholesome for states and peoples. The German people have provided protection for our trade by a Navy which is developing; and if I understand Hamburgers aright, it is their opinion that the Navy should be coldiers. further strongthened so we may be sure that no one can dispute with us the place in the sun which is our due."

-CRITICISM OF GERMAN POLICY.

BY AN ALLEGED BRITISH DIPLOMATIST

London, August 28th.

Tremendous excitement prevails in the German Press over an interview-with-an alleged British diplomatist, published in the Vienna Neue Freie Presse, criticising German policy.

The German papers ascribe the interview to Sir Fairfax L. Cartwright, the British Ambassador to Vienna, whom, together with the Neue Freie Presse, they vehemently

PREPARING FOR EMERGENCIES.

BELGIAN OFFICERS ON FURLOUGH RECALLED

. London, August 28th.

Reuter's correspondent at Antwerp says it is stated that in view of the political situa. tion all engineer officers on furlough- have been urgently recalled, and the class (?) reserves are being mobilised.

SIR JOSEPH WARD ON IMPERIA DEFENCE.

London, August 27th. Sir Joseph Ward, Prime Minister of New Zealand, speaking at a banquet given in hi honour at Wellington said it would be

tribution towards the cost of defence throughout the Empire as the presentaystem. Given co-operation we might have would compel competitors to recognise that we are permanent masters of the seas.

FIRE IN A CINEMATOGRAPH THEATRE.

MANY PERSONS KILLED AND INJURED.

London, August 27th. A fire broke out in a cinematograph theatre in Cannonsberg, Pennsylvania.

The audience were thrown into a state c panic and a desperate fight for life occurred at the exits, twenty-five persons being trampled to death and many injured.

THE INDIAN GOVERNMENT AND AVIATION.

London, August 27th. Reuter's correspondent at Simla reports hat, for military reasons, the Government of India is introducing a Bill establishing a system of licences controlling the aviation in lustry and empowering the Governof emergency.

THE MOROCCAN QUESTION.

London, August 27th. The newspapers of Paris and Berlin are

sanguine of the result of a renewal of the France-German diplomatic conversations. They agree in believing that Germany will concede to France a free hand in

The only question remaining is the extent of the territorial compensation to Germany in the Congo.

Uncasiness is expressed in Madril at the Each of the defendants was sentenced to im. prospect of France obtaining a Protectorate

[THROUGH-REUTER'S AGENCY.]

FRANCE AND GERMANY.

London, August 28th. The French Premier, M. Caillaux, speaking at Sarthe, said that the whole efforts of France was directed to the maintenance of peace, but an honourable peace, safeguarding the dignity and rights

SPANIARDS ATTACKED AT

London, August 28th. A body of Moors attacked a Spanish surveying party at. Melilla and killed four

THE LARGEST BATTLESHIP.

LONDON, August 28th.

The Argentine battleship "Reivadayia." has been launched at Quincy, Massachusetts. It is the largest battleship in the world, having a length of 585 feet and a tonnage of 25,600 tons. It is the first foreign warship built in American yards for years.

FROM THE MANILA "CABLENEWS."

MR. HEARST AND PRESIDENT TAFT

WASHINGTON, August 19th. William Raudolph Hearst has opened the 1912 campaign against President Taft in a bitter denunciation of his recent votoes, which all his newspapers from New York to -San Francisco have taken up vigorously.

Hearst declares that the President has abjectly surrendered to the great predatory. business interests in vetoing the free list bill and the lowered cotton and wool schedules passed by the democrats and the progressive republicans in the special session just closed.

The appointment of Stimson and Fisher to the Cabinet, as well as the decision to bestow federal patronage upon progressive republicans in Congress are declared by adjourned. Hearst to be mere blinds to cover up his union with the trusts in supporting his tariff as the bulwark of protection works for the great trusts to the detriment of the whole

The indictment also strongly condemns President Taft's determined opposition to the popular recall of judges, as shown in his veto of Arizona statehood, and concludes by asserting that Mr. Taft has deliberately betrayed the people and is unfit for the fendant. Presidency.

It is believed that Mr. Hearst prepared and published his statement with th assistance of radical leaders in the democrat party, and that it is the forerunner of vicious propaganda designed to drive th President out of public life forever.

CONGRESSMEN TO VISIT THE PHILIPPINES.

WASHINGTON, August 24th.

Congress adjourned without any arrange. ments being made to send the proposed Congressional delegation on a visit of inspection to the Philippines. There will be no visit in the present recess, but Speaker Clark and Chairman Jones of the insular affairs committee are expected to arrange a trip soon after Congress adjourns in June or July next year so as to be used in the fall as. good Democratic material in the closing days of the campaign.

All of the Philippine independence resolutions which were referred to the committee on insular affairs were not reported out of the committee and must hold over to the regular session in December.

THE PHILIPPINE PROBLEM.

Washington, August 23rd. Congressman Kinkead of New Jersey, in a speech delivered just before the adjournment of Congress, announced that the etiquette from the army, and the mighty men, of democrats would dispose of the Philippine problem next session.

LAWN BOWLS CHAMPIONSHIP.

The third round of the competition for the open championship of the Colony has resulted us under :-beat J. Weir (T) E. Dawson (CS) J. Grant (P)

D. Gow (K) G. R. Edwards (K) T. Glendinning (P. 4. Hamilton (T) D. Gourlay (P) W. Diggins (C S) A. Currie (T) J. Macdonald (K) " D. Cooper (K. W. Stuart (P) C. Bond C.S. G. K. Haxton(K) ... A. Clark (P)

THEIR MAJESTIES' VISIT TO INDIA

The Defence, cruiser, now refitting at Devonport, has been selected to act as escorting ship to the P. and O liner Mening, in which the King and Queen will go to India, The Defence acted in a similar capacity to the Balmoral Castle, in which the Duke of Convaught went to Cape Town to open the Union Parliament, the street. SUPREME COURT.

Monday, August 28th.

IN CRIMINAL JURISDICTION

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT).

ALLEGED BANKRUPTCY OFFENCES.

Ngo Tsz Sau was placed in the dock charged with certain offences under the Bankruptcy Ordinance. The Hon Mr. C. G. Alabaster instructed by Mr. W. E. L. Shenton, conducted the case for the presecution, and the Hon. Mr. II. E. Pollock, K.C., instructed by Mr. Leo

d'Almada, appeared for the defence. Mr. Pollockapplied that counts 2,3, and 4 he quashed as being bad for duplicity. To call those counts bad for duplicity was to use a very mild expression. Counts 2 and 3 contained no less than eleven distinct charges with reference to no less than oleven distinct matters. As his Lordship was aware, the jury if asked to find the prisoner guilty on count 2 could not return a proper verdict. Count 4 was a count which contained four charges of forgery and four charges of attering and knowing them to be forged. They were serious charges.

His Lordship-If the prisoner pleads not guilty there must be a jury.

Mr. Pollock-I don't want him to plead at all. His Lordship-Would the single act of filing these counts not cover it? These are mistakes made in one act.

Mr. Pollock-You counct have a number of material mis-statements which amount to one act. It is physically impossible to make several mis-statements at the same time.

His Lordship-Isu't it the not of handing over all the affairs to the Official Receiver?

Mr. Pollock-No, it it is making mis-statements. The charge is of making so many misstatements.

The Attorney General said he had no objecttion to splitting up the counts and instead of having four counts having forty, but he would not abandon the counts because they made up a complete whole. A very considerable portion of the evidence which was available in the case came into the first count.

His Lordship said he was strongly of opinion that in bankruptcy cases each offence should be proved by itself

It was agreed to proceed with the first count. The following jury was empanelled: -Mesare. J. J. Judah, C. M. dos Romedies, Jepsen, C. A. Lopes, N. Drummond, C. E. M. Fredericks and J. M. da Rocha.

Evidence was called and the hearing was

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ

(Puisne Judge). DAMAGES FOR ASSAULT.

A woman named Li Kam Fn. sued Jihmy Moore, alias J. D. Noria, for \$500 damages for assault and battery and trespass on July 19th: Mr. P. W. Goldring appeared for the plaintiff. and Mr. Crowther Smith represented the du-

Mr. Goldring said that the plaintiff lived on the third floor of 84 Prays East and the defendant lived on the floor above at No. 85. There was a common staircase between the two houses. It appeared that on the 18th July defendant visited the plaintiff's fire and had a few words with her servant, who called him names. He went away, but on the following morning he came down to plaintiff's flat and knocked at the door. She asked him what he wanted, and he replied that her servant had called him names. She retorted that if he did not go away she also would call him names. He forced himself into the house and knocked her down. He eventually pushed her downstairs, and as she was falling she caught another woman, and both

went down together. " His Lordship - I should have thought the trouble should have been settled, us it is trouble between neighbours.

Mr. Smith-I think our defence is indicated by the fact that we have issued summenses in

Mr. Goldring-I don't know what the defence.

the Police Court. Mr. Goldring-Against other people? Mr. Smith-Yes.

Evidence was then taken, and his Lordship gave judgment for plaintiff for \$30 with costs on the issue of trespays.

"HERE'S HOW!"

In the list of pious ejuculations prefatory to a drink is there any record of the common "Here's how!" asks a corre pondent in the New York Sun. The following reply is given:
It was introduced to Eastern bibulous war were supposed to have acquired it from the Indians against who their campaigns had been directed. In yet another step of backward history the Indians were credited with having adopted it from the whites and wi h having, in conformity with the taciturnity improperly attributed to them, syncopated "How are ou ?" or "How d've do ?" into its elemental "How!" The later steps of the process are probably beyond cavil. but the borrowing of "how" by the Indians is most satisfactorily disproved. On this point Col. Garick Mallery notes: "A number of tribes-e.g., the Shoshoni, Caddo and Arikara -use a word or sound very similar to How, but in proper literation Hau or Han. Most of the Sioux use the same sound in communication with the whites, from which the error has arisen that they have caught up and abbreviated the 'How are you?' of the litter But the word is ancient, used in councils, and means 'good', or 'satisfactory.' It is a response as well as a salutation."

A school boy, 12 years of age, was fined \$3 or seven days' imprisonment by Mr. Hazeland at the Magistracy yesterday for gambling on

SHIPPING REBATES IN THE PHILIPPINES.

PROPOSED RATE REGULATION AND CONTROL.

A Committee of the Manila Morchants' Association was recently appointed to consider the project of the Shipowners' Association of the Philippines against the regulation of rates on inter-island traffic as provided in Order No. 15 of the Found of Rate Regulation, and to make recommendations as to whether the Merchants' Association should endorse such protest. The Committee last week presented their

report which reads as follows: --Order No. 45 of the Board of Rate Regulation sets forth a schedule rates and prescribes regulations for the transportation of passengers and curgo between inter-island ports. The rates as provided in Order No. 15 are made dependent upon the class of goods and passengers trans ported, upon distance and upon the nature of port facilities.

The protest of the Shipowners' Association is against any attempt on the part of the Government to fix or to regulate rates, the con tention being that shippers bave presented no specific objections to the rates now charged, and that it is better that rates be adjusted by unrestricted composition than by the Government. Protest is also made against the system set forth in Order No 15, and an outline of an alterautive system in prosented which is claimed to be much more simple and workable than the system set forth in Order No. 15. Protest is also made against certain minor defails in Order No. 15.

Order No. 15 was to have become effective on July 1, 1911, but the effective date has been postponed to Ortober 1, 1911, in order that the protest of the Shipowhers' Association might be considered. Prior to July 1, 1911, certain boats were operated under contracts with the Government, which contracts provided that the public should receive the benefit of rates not higher than those charged to the Government. -und a schedule of those rates was duly published and put in effect on August 15, 1908. On boats not under contract the shipowners were under no restriction a- to the rates which might be charged. On July 1, 1911, most of the contracts with the G. comment expired, so that to day there are no fixed rates for the transportation of passengers or freight in these Islands, and shipowners are in a position to charge such rates as they may desire.

Act No. 98 provides that no "common carrier of passengers or property shall directly for indirectly by any special rate, rebate, drawback or other device, charge, demand, collect or receive from any poison or persons, a greater or less compensation for any service rendered in the transportation of passengers or property on land or water between any points in the Philippine Islands thus such common carrier charges demands, collects or receives from any other person or persons for doing for him a like or contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, and any such unjust discrimination is hereby prohibited and declared to be unlawful."

Act No. 93 also prohibits the granting of any unnecessary or unreasonable preference or advantage or of any exclusive or preferential. privilege, and requires that cargo shall be received for carriage as promptly as possible and without discrimination:

Your Committee has held several meetings and has discussed the principles involved at considerable length. The Committee has decided to limit its recommendations to the principles involved, as the question of rates is one of considerable detail and complexity, and the Committee has not the power to cite before it interested persons for the purpose of securing necessary information The Committee believes that the question as to rates can be much more satisfactorily determined by the Board of Rate Regulation after conferences with the interested

Your Committee believes that the regulation of rates to be charged for the transportation of passengers and freight between inter-island ports is desirable, and that it is necessary, ander the existing law, to fix and publish such rates. Act No. 98 prohibits any discrimination in the matter of rates. If no rates are fixed and published any shipper might be charged any rate, and the rate charged might be changed at any time so as to discriminate against particular shippers. In the past your Committee find that this disorimination has been practised to a marked degree not only in the giving of preferential rates but in the paying of rebotes. Discrimination has also existed in the measurement or weighing of sargo as received on board, so as to show on the Bill of Luding and manifest a lesser measurement than actually shipped. This is an evil which the shipowners seem afraid or unwilling to stop. That it results in great discrimination is generally recog ized. An example of this was recently noticed in the case of a boat having space for about 1,750 tons of cargo leaving Manila loaded to the extreme limit and yet collecting freight on but about 800 tons. A rigid enforcement of the law in this respect would work great advantages, not or ly to the merchant by preventing discriminations, but also to the shipowners. By collecting the full amount of freight to which shipowners are entitled we believe it would soon be possible materially to reduce rates, and to a point which would make them reasonable as compared with freight rates in other parts of the world. The service rendered in transporting cargo between, for example, Manila and Davao and between New York and Manila is not to be compared, as the former voyage of 820 miles, allowing for all stops and the deviations regularly made, consumes but ten days, while the latter of about 12,000 miles consumes from fifty to sixts days. Still the cost of transporting a ton of general cargo from Manila to Davao is P18 00 while from New York to Manila it is but from P16.00 to 120.00. We believe to lower the rates. that all merchants will agree that shipowners are ontitled to a good return ou their investment, but when such examples as this are noted, the need for Government regulation with a view to stopping abuses such as have prevailed in the past cannot but be recognised, and we believe that the elimination of those abuses by Government regulation will lead to a reduction in the present excrbitant rates, and to improvements further in a public way. in the service.

The shipewners contend that there is no more need for regulation of their business than for the business of the general merchant, owners are engaged in business as common -carriers, and, as such, from the time of the stare coach and the sailing vessel to the present they have been Kubject to Govern. ment control and regulation to an extent seldom made necessary in the case of the ordinary merchant. Examples of this are found in the peculiar liability of a common carrier in the transportation of goods and to the necessity of taking without discrimination all passengers. The pedestal will be of red sadstone matching operate public utilities are entitled to a reasonable return on their investment, but, on the other hand, they are bound to consider the good of the public which they serve. The principles governing the regulation of common carriers have now been

so well established by the force of public opinion and by law as at this time to be hardly open for

The Shipowhers' Association claims that the fixing of rates will prevent competition, and that unrestricted competition is better for all concerned. As we read Order No. 15, we can find no prohibition or restriction of competition in the maiter of rates, as rates may at any time. with the approval of the Board of Rate Regulation, be lowered or raised. One steamship line. may, with the approval of the Board of Rate Regulation, make rates lower than those then published, and the rates so made by one line tricts north of the Great Wall, all exports of would not be applicable to any other line unless adopted by such line.

except on Government boats, there has been no attempt to fix rates, with the result that many shippers have not known the rates of freight which they would be called upon to pay, and such rates have varied greatly. We, therefore consider it desirable, and necessary under the law, that rates be fixed for the transportation of passengers and cargo between inter-island ports, Tientsin-Pukow Railway,-Prouress was and that such rates be published and be not sub. made with the northern section of this Board of Rate Regulation, and that they minus was made alongside the city station of then be duly published. Only by so the Peking-Mukden line, an iron bridge over doing will it be possible to prevent the discriminations which have ed in the past and to determine whether the Poking-Mukden line for cargo to be lo ded and owners or operators of steamship lines charge discharged for the foreign concessions at the to themselves for the transportation of pas- Settlements station of that line, situated in the

the merchants of these Islands if Act No. 98 be the question alluded to in the last report for rigidly enforced and that the Board of Rato providing facilities for the concessions. Trains Regulation should either through the powers are now running on this line to Chinan Fu, the which they now have or through the services of capital of Shantung, the transit of the Yellow the Bureau of Internal Revenue, by examinat River is being effected, pending the construction of the books of the shipowners verify the tion of a bridge, by ferry boat towed by a steam fact that no discriminations are made. We launch. The distance from Tientsin to C' ipanfeel certain that the fixing of rates and Fu is about 220 miles, and the time of transit the prevention of discrimination in the 12 hours. transportation of passengers and freight will be a great advantage, not only to the mer- building entirely under Chinese auspices, is a chants but to the shipowners. The giving of continuation of the K'ai feng to Honan-fu line | city. unfair advantige to certain shippers is not only to the west, to the great bend of the Yellow prejudicial to the interests of the public, but River, to be eventually carried on to Si An-for, also to the shipowners.

the Board of Rate Regulation has attempted to capital, and progress in construction is slow. equalize rates. As compared with the rate It was reported to be laid as far as Tieb men, charged in the past, those fixed in Order No. 15 40 miles west of Honan-fu, some time last year, are found in some cases to be lower and in and was expected to reach Shen Chou, some 90 others; higher. No attempt has apparently miles west of Honon fu, in March, 1911. been made generally to reduce rates. In Order No. 15 many of the rates fixed would have been made of this extension, and some miles undoubtedly be found in practice to be either of construction track have been laid. The line too high or too low, but this would apply to any rates that might be fixed. The Board of Rate Regulation has the power, however, to The first stage of 60 miles is expected to be laid adjust any inconsistencies that may develop.

outline of an alternative system of rates. As hua Ch'eng in four years. - Consul-General stated above, we believe that the system to be Fulford. followed and the matter of rates can be better worked out before the Board of Rate Regulation. An examination of the rates proposed by the Shipowners' Association shows, however, that on products handled by the companies operating inter-island steamers, the rates proposed are generally lower than those fixed by Order No. 15 while on general cargo, such as piece goods, provisions and iron and steel, the rates proposed by the shipowners are materially higher than not only the rates now charged, but also than those fixed by Order No.

Your Committee agrees with the contention. of the Shipowners' Association that Bills of Lading should be printed in English and Spanish, and that the description of merchandisa therein may be in either of those languages. We do not believe that the time is yet ripe for the use of English only, particularly in the Provinces, where, in many cases, neither the

shipper nor the agent understands English. We regret to report that on the part of shippers, there seems to be a considerable indifference as to rates charged or as to the principles involved. This is perhaps but natural, as the questions involved are of considerable complexity, and the shippers in Manile of general eargoare not the people who pay the freight, which is paid by the people of whom the goods

Your Committee therefore recommends that this Association do not endorse the protest of the Shipowners' Association but give its endorsement to the principles of rate regulation as set forth in Order No. 15 of the Board of Rate Regulation; and that the actual rates to be fixed and published be left to the determination of the Board of Rate Regulation after conference with those

P. RUMCKER H. B. POND H. M. Pitt W. PARSONS PAUL NAGEL

Committee. .The report was signed by all the members of. that, imasmuch as be did agree with the contents of the report. did not sign same. Being asked to engaged in inter-island shipping-were compelled to leave port with short cargo or to wait many days and that in such cases it was advantage to the boats to be able to; look around for cargo even at reduced charges in order not to be compelled to travel short loaded. Often cargo that would not be shipped for some time would be available for immediate shipping at slightly reduced rates. In such instances there would be no time to go to the board of rate regulation and obtain permission

For this and other reasons Mr. Hube was unwilling to sign the report as presented. the discussion that followed it appeared that a number of those present did not consider them. selves sufficiently informed on the subject under discussion to vote upon it intelligently. It was, therefore, resolved to lay the matter on the table until such time as it should be gone into

ALL-INDIA MEMORIAL EDWARD.

EQUESTRIAN STATUE AT DELHI.

The All-India - Memorial to King-Edward will take the form of a colossal bronze equestrian statue, which will be erected between the Jama Masjid and the Alexandra Gase of Delli Fort, the walls of the fort.

Sir Thomas Brock will be unable to complete the statue in time to permit of its un. veiling at the Durbar, but the King-Emperor will place a bronze tablet on the pedestal. The ceremony is certain to be an impressive one.

RAILWAYS IN CHINA

PROGRESS AS SHOWN IN RECEN CONSULAR REPORTS.

Imperial Railway of North China .--The report of the rullway for the year 1910 shows a reduction in carnings due to causes beyond the control of the railway authorities. Owing to a shortage of food supplies in disgrain from this zone were prohibited. Towards the end of the year the restriction was with As above pointed out, up to the present time, drawn. The carnings of the district inside the Wall also suffered through a large reduction in the tenuage of tribute rice sent by provinces in South China to Peking. The earnings of the year were £910,678, and the working exрепьез £289.515. The sum of £339.01 was paid out of the profits to the Chinese Govern-

ject to change except with the approval of the line during the year. The northern terthe Peiho (river) to the town having been comploted. Arrangements were made with the sengers or freight the same rates as are charged Russian concession and in close proximity to the other concessions. The Chinese Govern. We believe it would be a great advantage to ment considers that this selves satisfactorily

o an fu to "ung "unn Railway.-This line, the capital of Shensi province There is said to An examination of Order No. 15 shows that be great difficulty in raising the necessary

K Igan to Kuci-hna Ch'eng Line.—Surveys is open to traffic as far as Chai Kou-pu, in the Yang River Valley, about 30 miles from Kalpan by the end of May, 1911, 60 miles more by the The Shipowers' Association has submitted an end of the year 1911, and the third stage to Kuei

Chefoo to Huang-haie .- The scheme for a railway from Chefoo to Huang-hsien and beyoud, which seemed to promise very soon to become an actual and successful reality, has unfortunately been abandoned for the present. In spile of the support and active efforts of the Governor of the province and of the Chefoo Tantai, it has proved impossible to raise the necessary funds. Finally, at a meeting in September of the native Chamber of Commerce, it was unanimously resolved to send a memorandum to the Governor declaring the inability of the Chefoe merchants to finance the proposed railway. The scheme, therefore, is at present abandened, or at least left in abeyance. - Acting-Consul L. R. Barr,

KIUKIANG.

done during the year 1910 on the Nan-Haun trame bag further and arrived at Khabarovsk become a Province of China?-The Englishman Railway, the line which is to connect Kinkiang in this way. It seems, however, that the Calcutta). with Nanchang, the provincial capital, it is very | weight of the mail disappointing to have to record the fact that the from the station was not tested in the progress made in actual construction was incon- post-office, though the law requires this to be track constructed was 32 miles, therails being laid ed packets and two which later were seen to be for a distance of tan miles. At the close of substitutes, the first two were 27 lbs. heavier; the 1910 the length of track levelled and finished covers of the same were of different material was about 37 miles, the rails being in position; and the seal of the Imperial Bank was made of for a distance of 25 miles. On the other hand, different wax, while in the case of the three unit should be observed that a station has been touched packets the wax had been poured on the constructed at Kinking on the west side of the cover in liquid from any the seal applied, where-Lung Kai Creek, and that bunding and filling- as it had been dropped from the stick on in operations on an extensive scale are being to the other two. Search was made throughout actively carried on in the vicinity of the station, Khabarovsk, but no such material as that used between the railway and the Yangtsze There in the forged packets could be found. are two train- daily each way between Kinking | On i quiry of the officials of the Khabarovsk and Ma Hui Ling, a distance of about 25 miles, office who took p rt in the receipt of the bag The total distance from Kinkiang to Nauchang, from the station from the mail guard, its openis about 87 miles. The two large bridges ing at the offices, storing in the strong-room, at To An and Chien Chang are not yet and delivery to the bank official it was accorfinished, whilst the large bridge at Sai Hu, tained that the robbery was not committed at through faulty construction and lack of know. Khabarovsk ; this is shown by the circumstance ledge on the part of the Japanese so-called that the forged packets smell of leather, which engineers employed on the line, broke down prove that they lay in the mail bag for a considerafter completion. Lam informed that it is now; able time. When the bag was opened at Khabasufficiently repair d to allow of trains crossing rovek, the seal and stamp of the forwarding the committee except Mr. Paul Hube, who it very slowly. The core at present in use con- office were not preserved, and it is therefore sist of three covered freight cars with eight impossible to judge where the theft was comwheels (two four-wheeled begies), a capacity of mitted, after dispatch from Irkutek or from 60,000 lbs. and a weight of 28,400 lbs.; and ten state his reasons Mr. Hubo said that he thought open freight tracks with eight wheels (two four- neatly the criminals must have had the seal of that the protest of the shipowners' association wheeled bogies), a capacity of 60,000 lbs., and against the establishment of a published schedule in weight of 22,5 0 lbs. Passengers are carried of rates and regulations should be sustained, in second and third-class luggage vans, the the stamp and seal of the Imperial Bank, and a inasmuch as it was necessary under the peculiar second-class vans having wooden seats. The conditions existing here that the shipowners be gauge of the line is the standard gauge of 4 ft. operation. If this was done in the car there free to make such rates as the conditions of the . 82 in. The line when completed will undoubtedly traffic demanded. He said that frequently hoats prove a valuable factor in the expansion of the trade of the port, and it is to be hoped that in the near future more vigour, as well as better knowledge and skill, will be displayed in the work of construction - Consul H. King: -

Yunnan and Central I hina .- At the present time the province of Knangsi has not a yard of inventor of the typewriter which bears his name; railway. The most important Chinese scheme, left New York for Europe on July 23rd in his is to build one which will start from some point specially designed gasolene'y icht Lounger II. in Hunan on the Yuet Han line when it is con- Mr. Hammond, who is reventy-three years of March 7 an interview with him appeared in the structed, possibly Heng Chou in Hunan, to age, has resolved never to live on shore again, but | New York Herald. He said that although he Buellin and then vid the valleys of the juchow and Ch'ien Chiang Rivers to Nanning and on to Yunnan. The object is to place Yunnan and the Tong-King frontier in strati gie communicawith Contral China. The approximate distances are :- Henrehon to Kucilin 285 miles .. Kueilin to Linchow 105 miles, and Linchow to | century sea boat." Nanuing 180 miles.

Chinese scheme is to build a line along the West River to Nanning by continuing the existing Canton-Samskui line to Fengeh'uan, on the Kuangtung-Kuangsi border, 105 miles, and thence on to Wuchow, 15 miles, Hauschou, 105 miles, and Nanain , 2.0 miles. As the proposed railway will be slong the banks of the river, it will be of strategic rather than commercial value.

build a line between Kueilin and Wuchow. The route mentioned is along the valleys of the Mengehiang and Upper Fu Ho.

PARHOI RAILWAY,

A fourth scheme which, to the best of my knowledge, has no official support, is a railway. from Pakhoi to the upper waters of the Tso Chiang to Nam-heung or Nanning. It has been

prosperity of the port. It is said that oceangoing steamers can enter Pakhoi at all states of the tide. The natural outlet of the West River trade, however, appears to be down the river to Hongkong, and the volume of the trade of Nanning does not appear to be sufficiently great to necessitate an alternative route to the

markets of the world.—Consul Ottowill.

the Canton end was opened on Dec. 5, 1910. The present or ex-Dalai Lama, as he is styled, from Conton to Hsion Ts'un, a distance of 29 is a man of more than ordinary ability who; at the miles. The whole of the British section up to time when the British went to Lbasa, was practhe frontier at Samehun was opened on Oct. 1, tically the supreme executive as well as spiritual 1910, and it is confidently expected that through authority in Tibet. He fled before the British communication will be established before the advance and found a refuge in China where he autumn of 1911. Great difficulties have been was treated with the respect due to his sacred experienced by the engineers in dealing with the rank. In the mounth lo, the British in con-, cople of the country traversed, but, with adequa e military support from the local officials, formed a provisional Government of Tibeta's the line would long since have been completed. No new section of the Conton-Hankow (Yust Han) Railway has been opened to traffic. A

new managing director, Chan Tien Yu, bas now leen appointed, and as he has made a considerable reputation for himself in the North of Chine as a rai way sugineer, more progress should be made. The railway to Samshui vid the large mart

of Fatshan, has; since it pass d under the sole control of Chinese, shown rapid deterioration. the most important repairs bei ginegleetid. will soon be necessary to relay the whole of this line unless enorgetic measures are at once taken | with promise of Chinese support. The result to bring it into a state of officience, and adequate | was the breaking up of the Government estabsums allocated to the m intenance account.

Yust Han and Conton-Kowloon railways, which | except that now there was a Chinese officer at would pass through the northern and eastern | his elbow; whispering and suggesting. The suburbs. The route has been surveyed, and sugrestions-included the posting of Chinese would present no ougine ring difficulties. There officials to the districts and a large is little doubt that this short line of some three increase in the Chinese garrison. Finally the or four miles would soon be a money-making | Chinese Government created the post of Imconcern. Its success might induce the authorities to preceed with the temporarily shelved scheme of leveling the city walls and introducing an electric tramway service gurdling the

There can be little doubt that the Armies line to the treat; port of Kongmoon on the on the Frontiers of Tibet were created not so West River is preceding space, and the erec. much for the purpose of taming the Loies and tion of the Kongmoon terminus has alleady other savage frontier tribes as of subjugating commenced. The extension should be open for he Tibetans; for, when Chao Ehr Fong majority of the Chinese emigrants to the Paci- | The Tibetans say that although they offered no fig coast of North America, is densely populated. and the passenger traffic in all probability will suffice to make the line remunerative.

RAILWAY ROBBERY IN SIBERIA.

A DARING COUP.

which Russia is famous is reported by Siberian Dalai Lama, but the Tashi Lama has never had exchanges, the sum of 200 000 roubles having any real executive authority, his functions being been ingeniously abstracted from a mail van. of a purely spiritual kind, and the Chinese can somewhere between Irkutsk and Khabarovsk very well afford to leave this ambible boy early in July. The robbery was discovered at alone, "the Chinese have now allowed it to Kahabarovsk. According to a translation by be known that they intend to allow the office the Japan Chroricle, it seems that the St. of Dalai La a to lapse. They are not appoint-Petersburg post-office received from the Rus- ing any one in the place of the Lama who sian Imperial Bank five packets containing fied. It is to be noted that the wishes of the 500,000 roubles on June 20th (July 3rd new Tibetans have not been consulted. Tibet has style) a d placed them in the mail van on the been a Chinese Province in fact for over a these packets was opened and the contants veri- it is highly probable that presently a gazette field. Nothing suspicious was discovered, where notification will issue at Pekin announcing upon the packet were placed in another hag and | that the title of the Amban or Resident at sent on At the Manchuria Station the same operation was carried out at the post-office, and Tibet. Who would have believed at the time similarly nothing suspicious was discovered, when Lord Curzon launched his expedition to Kiukiang to Nanchang.—Though work was whereupon the packets were dispatched in the Lhasa that seven you's afterwards Tibet would siderable. At the close of 1909 the total length of | done; afterwards on weighing the two untouch-

Manchuria. In order to carry out the crime so the office whence the bag disputched, the stamping iron of the same office for the affixing of considerable time for the carrying out of this must have been more than one man involved.

TWENTY-SEVEN YEAR C. UISE.

MILLIONAIRE'S STRANGE VOYAGE. J.

. Mr. James B. Hammond, the millionaire

crui'e," he said before leaving New York. " I refire, and present the yacht to the American Government as a perfect model of a twentieth

Samshui-Wuchow-Nan-ing .- The second includes many novel features, including a garage which will accommodate a large mot r-car. The yacht is ninety-five feet long. engine and said power.

birds. He is suffering from rhonmatism and taken place in 1650. Kucilin-Wuchow.- The third acheme is to masseur, a nurse, a secretary, and a chauffeur. The skipper of the yacht is a native of copperplate of Finland, and the skipper's wife is cook, while brother-in-law is boatswein The yacht is an even temperature in all climates

A few years avo an attempt was made to have the courts declare Mr. Hummond incapable of advocated at Pakhoi as a means of restoring the successfully fought the suit.

THE FATE OF TIBET.

The series of attacks which China has made upon the independence of Tibet ever since the British expedition to Lhasa has now culminated in an attempt; which will probably prove quite successful, to abolish the office of Dalai Lama. The Dalai Lama is prophet, priest and king to the Tibetans and round his office centres such Various Railway Projects .- On the Canton - tradition and loyalty as people in the present Kowloon Railway the first section of the line at stage of Tibetan civilisation are likely to possess. sultation with the Chinese Resident at Llasa, to govern the country. The executive authority was given to an officer, known as the To Rimpoche, or President of the Council, and to eres were associated with him five other, Tileton the whole forming a kind of Cabinetor Ministry. This done the British withdrew from Lhasa, withdrawing two years ater also from he Chumbi Valley which they hold as ho-tage for the indemnity. As soon as it became quite certain that the British would not interfere, China began to lay her plans for turning Tibet into a Chinese Province. To begin with the fugitive Dalai Lam , was sent back to Lhase, lished by the British and a return to the older It is proposed to build a line connecting the days when the Dalai Lama did as he liked, perial High Commissioner Commanding the Chinese Armies on the Frontiers of Tibet. The post was given to one of the most able men in

traffie during the year 1911. The line serves began his wonderful murch from Sechuan and a purely agricultural country, and cannot look along the southern frontier of Tibet, after forward to any great goods traffic. On the other 'two years of hard fighting he suddenly moved hand, the district, which is the home of the his army northward and marched on Lhasa, opposition to this advance on their sacred city, the Chinese troops behaved asif they were entering a country with which they were at war, killing people and pillaging monasteries. So great was the terror excited by the approach of Chao Ehr Fong's army that the Dalai Lama abandoned his office and fled. This suited the Chinese, for it left Tibet without a Governor. It is true that there is the Tast i Lama, at Shigatse, who Another of those mysterious robberies for is the most sacred person in Tibet after the nd. At Irkutsk the mail bag containing year: I now becomes one in name also, and Lhasa has been changed to that of Viceroy of

China, Chao Ehr Feng, the brother of the

Viceroy of Sechuan.

NAVAL APPOINTMENTS TO THE CHINA STATION.

Roy. H. Q. Lloyd, as Chaplain, and Lieut. A. Li. O'Brien have been appointed to the Crescent, for voyage out, and to the Flora on recommissioning

Commander G. V. W. Carey has been posted to the Tamar, receiving ship at Mongkong. Commander Carey was appointed a cadet in 1890. was promoted lieutenant in 1897, and commander two years ago. For the past two years he has been second in command of the cruiser Venue of the Atlantic Fleet.

Lient N. M. C. Thurstan has been appointed first and gunnery officer of the cruiser Astrea, China Squadron, to fill a vacancy. Lieut. Thursten, who was latterly in command of the destroyer Arab, Home Fleet, is no stranger to the China Station, as he served there as middy of the cruiser Endymion, and took part in the Internatio al Expedition of 1900 for the relief of the Peking Lapations under the command of Sir Edward H. Seymour. For his services in the march to Peking and the operations round Tientsin he was mentioned in despatches and received the China medal with clasp,

THE MILL" REPORTED SPURIOUS

A remarkable report from America is printed in the London Morning Post concerning Rembrandl's " Mill," which recently passed from Lord - Lansdowne's collection to a wealthy American for a sum well over £100.000. It is stated that when the thick coat of opeque

varnish which covered the picture was removed the signature of Hercules Se hers or Segers was revealed, so clear that it shows distinelly in a photograph that was taken.

There are a number of eminent autherities who will not be surprised at the news (adds the Morning Post) Among them is Dr. Hotstede de Groot. to make the sea his home for the rest of his life. | greatly admired the "Mill" he could not help "I am departing on a twenty-seven year thinking that £100,000 was too high a price to pay for a picture, possessing no pedigree prior expect to live to be a hundred. I shall then I to its entrance into the Orleans Gallery, lacking the master's signature, and covered with a thick coating of yellow varnish, which was likely to render exemination a matter The yacht is a marvel of luxury, and of difficulty. In conclusion, Dr. , do Groot stated that no studies or engravings by Rombrandt of this particular scene were in existence. The name of begbers will be new to many

and has a maximum speed of fifteen knots, with people. Before the investigations into Dutch art made by Dr. Bode and Dr. de Groot, bis Mr. Hammend has gone to see with an aquari- paintings were almost unknown, though some of um of goldfish, a prize fox-terrier, a bull-terrier his etcbines were familiar to students He was with a litter of six rups, and several capary born in 1589, and his death is recorded as having eghers' influence cannot walk unassisted. He is attended by a is evident in the works of Rembrands, who owned several of his pictures, and his "Tobins and the Angel, which he worked on transforming it to his cousin is the wireless operator, and his "A Flight into Egypt." A number of paintings that once bor he name of Hembrandt have been equipped with hot and cold air plants; to preserve proved to be by Sighers. The "Storm" in the Uffizi in Florence was for long attributed to Rembrandt. But Dr. Bode, after comparing it with some of Seghers' etchings, now gives it to managing his own affairs, but the millionaire the latter, and this restitution is accepted by the officials of the Uffizi.

INTIMATIONS

Cried for 18 Months, Day and Night. Scab Formed from Head to Foot. Was Told Only Time Would Cure It. Tried Cuticura Soap and Ointment.

First Application Eased Itching. Kept On. All Scabs Cleared. Now Bonny Boy, Spotlessly Clean.



full of watery stuff and itched. The result was that they broke and formed a scale which was over his body from head to foot, so that It became unbearable for him. Ho cried for about eighteen menting day and night. I tried day and night. I tried two-or-three doctors, but they did him no good, only that they good, only that they make him, sleep, and that was only for a short time as the effect of them. They could not make

out what was the reason of the scree that covered all of the child.

Nothing would cure it, only time, they said,

but I was not satisfied, so I tried the Cutleura.

Boap and Olntment. I had two tablets of

Boap and two boxes of Olntments of he first

application eased the lichning so I kept on until I used the two tablets and the boxes. and all the scabs got elented, and now he is a bonny boy, spotlassly clean without a sign of anything on his skin. Before applying the Cuticura Romedica, he was all covered with scales and gone, only skin and bones, so I must thank the wonderful Cuticura Remedies.

They saved the child's life." (Signed) Mrs.

D. Thomas, Ivy Counte, Zoar Road, Vetalytera, Swallsca, South Wales, Mar. 3, 1910. Cutieura Remedies are sold throughout the world, with depots in all world centers, No other treatment for the skin and scalp so pure, economical and speedily effective.

Have Just Received a Nev

Selection of Goods from

LONDON,

Comprising :-

SILVER CUPS

PRESENTATION PLATE,

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KNIVES and FORKS.

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SILVER FITTINGS

LEATHER HAND-BAGS.

and WALLETS. RAZORS.

THE NEW SITUATION IN THE FAR EAST.

We reproduced from the Pall Mall Gazette recently no interesting article under this caption, and those who read it will perhaps be interested in the following letter :-Sir,-I should wish, with your permission, to

record the extreme appreciation with which I have read "The New Situation in the Far East" in your issue of this evening. It is not difficult for any man who wields the pen of a ready writer to chronicle facts; it is quite another matter to draw from them deductions which bear the stamp of reality. It is in his. grip of a tangled oversea problem as a whole that "T. B. M." has demonstrated his great ability. We, who as far as opportunity presents itself

to us, study the "Welt-Politik" have long known that, among those best qualified to judge, the Japanese Alliance has not been popular this for a number of reasons that it is as well not to set forth in the Press. Also that, owing to the loose-jointed manner in which the "United" States are hong together, real anxiety has for a long time prevailed in that country owing to the treatment received by the Japanese in the Western States. This has been voiced in no uncertain manner by Homer Lea in his "Valor of Ignorance," which is nothing but a clear warning to his countrymen of what might happen if P Your correspon dent brings out very neatly the effect of this fatuous stroke of policy on the part of England, It is on her part cheap and nasty-like all Radical legislation; for the sake of a present gain the future is allowed to take care of itself. Well may the astute Mr Taft rub his hands, and-as fair i fair-well may the Japanese, as a nation distinct from the Government thereof. describe us as "on unreliable ally."

There is for England in this preposterous arrangement a present gain; there is for the Japanese so little as to be almost nothing; as, after the experience of Russia, what European Power is going to fight with her in her own waters : but, as your correspondent so ably and so clearly displays, Mr. Teft scores all along the line. That this should be so is lamentable, but it is well that we should not only "know where we are, but also "where we are likely to be " owing to this unstatesmanlike policy of drift. - Yours.

A STUDENT OF FOREIGN POLITICS July 21.

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive. Local Dealers sell it. Makers - F. C. CALVERT & CO., Manchester, England.

is one of the many casual every day injunctions wherein lurks much unnoticed wisdom. The man who looks alive is niways and everywhere successful. In business it is the "live" man who gets to the top : In society it is the active, gracious, agreeable person who is most run after: In the domestic circle it is the choorful member who most completely wins and holds our affection. Therefore fook alive! If you are suffering from anything which robe you of your healthy alertness attend to the trouble at once and don't rest until a cure is effected. Hyou suspect that dyspepsia or any disordered state of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

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Sold everywhere in boxes, price 9hd. (36 pills), 1/15 (56 pills) and 2/9 (168 pills).

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PRIVATE RESIDENTS AT THE OUTPORTS. A Comprehensive and Complete Record

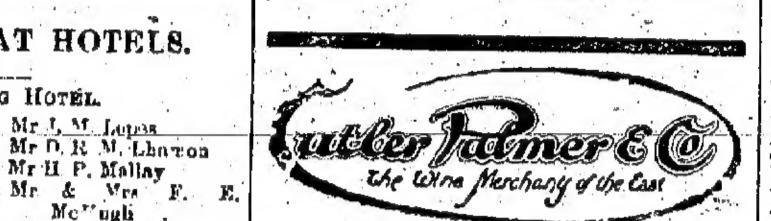
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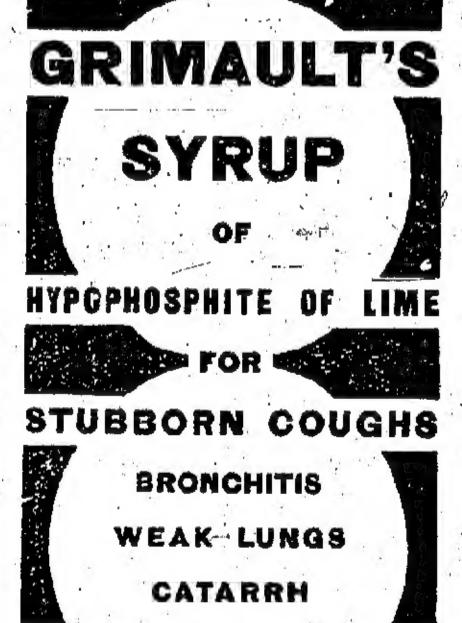
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UNVARIED FOR OVER 150° YEARS.

THE SAME TO-DAY AS IN 1745.

IMITATIONS.

ISOLE AGENTS IN HONGKONG. LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS.



AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

CONSUMPTION

OLD VAT

This vat was started by the late Robert Thorn of G reeneck and has been sold as No. 4 since 183

SOLE AGENTS IN

HONGKONG, CHINA & MANILA A. S. WATSON & Co., LTD.

S. S. (BERTAM) RUBBER.

PROGRESS OF THE COMPANY'S ESTATES.

The ordinary general-meeting of the Straits Settlements (Bertam) Rubber Co., was held on July 21, at Winel ester House, Sir West Ridgeway (chairman), presiding. The Chairman mored the adoption of the report and, in the course of his remarks, said :-

The operations of the company for the year have resulted in a substantial profit, and while the gross income is considerably larger than last year, the net balance on profit and loss account is rather smaller, owing to the increased cost of labour which we experienced, in common with practically all other rubber estates, and also owing to our having charged to profit and loss account the considerable expenditure on cocount cultivation. Bearing this in mind and also that the price of rubber has fallen very largely during the period, the result must be considered satisfactory.

With regard to the estate generally, you will see from the directors' report that of our total area of 12,961 acros there are 3,312 acros under rubber, upon which are planted approximately 486,000 trees, an increase of 332 acres and 47,000 trees. Our programme for the year was to have planted up 500 acres. This was found to be impossible within the period to March 31 owing to the drought in the were, however, planted up in the first month of the present financi I year. The manager's estimate for the production of rubber during the year was 150,000 lbs. We are some 6,000 lbs short of this figure, which, I think, is due to the drought, and also to an out. break of small-pox. The whole of this procome into tapping during the present year. we think we may safely estimate that 15,000 additional trees will be in tapping from now coward to December, and a further 15.000 during the first three months of next. year. The question of bringing the young trees into tapping is, of course, a matter that we must leave very largely to the discretion of the manager on the spot, and the matter of unample supply of tappers to deal with the new trees is having our earnest attention. - Generally, on the question of labour. I think we need have no particular anxiety, as the estate is exceedingly popular with the coolies, and it is our experience that those that leave in most cases return to the estate, largely owing to its reputation for being healthy and having a good supply of water.

THE COCONUTS. From the information that is available crop of nuts amounted to something like half a war. million per annum. For two or three years, ing years this should be very largely ex- their contracts: ceeded, while our visiting agent informs us that, by continuing the cultivation, he estimates that the yield of nuts should be increased to about 250 000 during the present financial year, increasing largely for the next few years until the crop should be in excess

very substantial increase to our profits. With regard to tapioca cultivation, in the past our accounts have shown a comparatively small profit from tapices. On the other hand some of the advances to squatters must be regarded, at least for the time being, as irrecoverable. Our object in undertating tapiocal cultivation was to bring additional areas under rubber at a lower capital cost than would otherwise have been possible, and Mr. Turner, our the present movement. advisory expert, esting tes that the saving on cultivation has not been less llian £10,000. Consequently, taking the whole of the circumst ness into consideration, we think with the tapioca cultivation as a portion of the develorment of the area nuder rubber, and wehave done this in the accounts that are before you with the entire approval of Mr. Turner and cur suditors. At the same time you must remember that given good prices for tapioca, there. is a good chance of a profit being made from that product quite apart from the advantages to which I have referred, and naturally any profits made in that way would go in reduction of the cost of develor ment of the estate.

PRODUCTION AND PROFIT,

At the present moment we have not decidof rubber at 11s. per lb. during the remainder | prepared to grant protection. there is every indication of a subst ntial increase in the divident next year. There is one difficulty which confronts the board; it "l'embarras de richesses," or, in other words, the magnitude of our property, which has an Area o about 13,000 scree, the larger port of which is good rubber land Al eady the h nds of our man ger are full, and much of the time which ought to be devoted to robber planting and superintendence has to be given to cocount cultivation, collection of rents, etc. It is not possible to extend our rubber cultivation to a large degree wi hout appointing a second menager, and, as you can realise, division of administration leads to complications. We therefore, have considered the desirability of disposing of our cocount plantations, some of the reserve land, and a portion of our planted rubber to a subsidiary company on teres which would leadysniage us to this company, and at the same time place the subsidiary company in the possession of a rapidly improving property which in a few years would be a friendly rival of our own as a divider d-payer. We have ealready taken the preliminary steps, and selected the acreage which might be disposed of in the manner su, gested, and the matter will continue

to have our attention. The Chairmannin teply to questions, said he believed that nearly the whole of the 112,000 trees referred to were planted at the end of 1906, and it must be remembered that in the accounts submitted they were dealing with the financial year and not the calendar year.

Sir William E. Ward seconded the motion, which was adopted and a resolution was afterwards passed confirming the payment of the in-terim dividend and declaring a dividend at the rate of 20 per cent. per annum for the last six months of the financial year.

UNDERWRITERS AND THE RISKS OF WAR.

IMPORTANT NOTICE OF EXCLUSION.

A significant notice, signed by the representaat Lloyd's last month to the effect that after 15 days underwriters will not hold themselves liab'e for the risks of war. The statement was made in the following form :-

Lloyd's, July 24th. LLOYD'S UNDERWRITIRS' ASSOCIATION.

F. C. and S. Clause 15 Days' Notice.

Notice is hereby given by the undersigned underwriters and for those for whom they act. and by the undersigned underwriting agents duction of rubber was obtained from under for these whom they represent at Lloyd's. 56,000 trees, a considerable number of which that in all contracts of insurance, whether were only brought into tapping during the on stemp or on slip, which contain the 15 last few months of the year. As regards days F.C. and S Notice Clause, that such Clause the number of additional trees which will shall become operative on August 9, namely, 15 llays from to-day.

Preparly to realize the meaning of this annonncement it is necessary to understand the usual attitude of underwriters towards the risk of war. In policies insuring the vessels for a voyage or round trip the war risk has been inc.uded, because it has been assumed that underwriters could estimate the chance of war breaking out during the comparatively thort time that the vessel was at sea. The vast majority of tramp stramers, which are sent any, where for freight at the will of their owners, are insured for 12 months, and in their case, since it is presumed to be impossible to estimate what the political situation will be a few months hence, the war risk is expressly excluded. This is done by the insertion of the F.C. and S. clause which, varying slightly, may read as

Warranted free of capture, seizure, and detention, and the consequences thereof or any it would appear that the eccount planta. attempt thereat, pinacy except d, and also from tion is about 15 years old, and for some all consequences of hostilities or warlike operatime before we acquired the estate the tions whether before or after declaration of

Cargo, by which of course is meant all the however, before the estate was taken over by litems which go to make up the country's this company, the cocenut plantat on had been foreign and coastwise trade, is insured for the badly neglected, with the result that the crops | sake of simplicity on open covers, and the condecreased very seriously, the crop for 1905 being | tracts covering the shipments usually exclude as low as 90,000 nuts. The result of the work | the risk of war or else grant such protection | done on the area is, shown by the fact that for subject to its cessation after 15 days notice. the year under review the crop was increased to Such notice has now been given. The marine 174.000 nuts. A further increase may be ex- insurance companies are scarcely affected, bepected during the current year, and in follow- | cause they usually exclude the rick of war on |

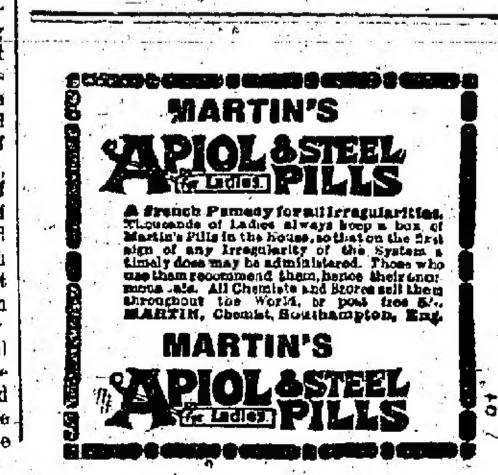
BEASONS FOR WITHDRAWAL,

Probably instinct of almost every one who only heard that Lloyd's underwriters had given the 15 days' notice would be to assume that of 1,000,000 nuts per annum, which would make the reason was the increased interest slown lately by Germany in the Continent of Africa. That interest and the discussion aroused by it in Europe was perhaps the last s raw. but it did not represent the whole burden of which underwriters decided to relieve them. selves for fear that some time it would break their lacks. At least three other reasons sug. gest themselves, and it would not be surprising if each of them had influenced the inspirers of

(i.) Underwriters may and do become expert capital cost on the immature inhibir in judging the risks of navigation on special on the estate through adopting tapioca routes, the fitness of vessels for particular trades, even the good faith of owners, and numbers of other risks, but the better they become at their own work, the less equipped are that the only proper course to pursue is to deal they to analyse the foreign p livical situation and to estimate the date of the next trouble in the Balkans Only sesterday a leading underwriter was asked to quote a rule to cover the risk of war bresking out lotween this country and Germany, on the understanding that a considerable amount of business could be placed at a figure. He queted 3 per cent, for three wonths, but that rate represented the estimate of a thread man trained to take risks, rather then the carefully laid odds of a diplomatist with all the inside knowledge of a Foreign

(ii.) In many influential quarters the opinion is expressed that the withholding by undered upon a definite programme of extension of writers of free war insurance is the natural rubber cultivation during the present financial | cerollary of the approval given by the Governyear, as on the advice of our visiting egent the | night to the Declaration of Loudon. As has labour force not engaged in tapping will be for | already been pointed out in these columns, the some time concentrated on cleaning up a me | majority of London underwriters, view with portions of the estate which require it. With grave misgiving certain features in the Declararepard to our reduction for next year, you lion, which, of course, has not yet been ratified. will see from the report that the manager | They consider that in the event of this country's estimates an output of 200,000 lbs. A con- bein engaged in wer the rick of capture of siderable portion of this production will be British the ps will be increased by provisions of delivered under our forward contract in respect | the Declaration, and that they will have to conof which we have still to deliver about 11 tons | sider very carefully the terms on which they are

of this year—that is, up to December next—and (iii.) The view is also held by thoughtful men this will, of course, largely affect our average | that if and when this country is engaged in price of rubber during our next financial maval war little will be heard of the preliminayear. I would point out that every ponny ries before an attack is mi de on British ships, added to the average price per pound re-ults The conflict, they argue, will be sudden, sharp, in an increase of profit of £833 on our esti- and decisive, and before the 15 days grace has mated output of 200,000 lbs. of rubler. If we slaps d great damage will have been done to the are able to keep our average sale price at the ships on either si e and the equivalent of many figure at which it appears in our present accounts, thousands of pounds sunk. Taking all these points into reckening, it is scorcely surprising that ordinary anderwriters should be glad to threw off the but den of free war insurance and to leave it to men of a sufficient daring temperament to attempt to estimate the ricks and fix the rates .- The Times.



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\$175

VICTROLA

ROBINSONS.

AVERAGE MARKET PRICES.

August 24th, 1911 The Prices are given in Dollar Cents. BOTCHER MEAT

內面層 Mer Lung Pa Yuk—Beet, sirloin and prime out lb. 20 海牛設 Ham Ngau Yok—Corned Beef .. . 10 我牛妈 Shin Ngan Yok—Ronst Boof... , 20 ## A Ngau Nam-Breast of Beef 16 MA Tong Yok-Beef for sonp 28 办此年 Ngau Yok Pa— Boel Steak , 15 超文中 Ngau Yok Ch'ong-Sausages , 24 Ngau N'-Bullock's Brains set

杯牛 Ngau Lao-Beef Steak, Sirloin lb. 30 程件 Ngau I e-Bullock's Tongue. 有年起 Hem Ngau Le- ... corned R4 Ngau Tau - Bullock's Head 0 A Ngau Sam- , Heart ... 1b. 12 K46 Ham Ngau Kin-Feel Hump,

m4 Ngsu Kök-Bullock's Feet ... each 1 E 牛 Ngau Ju-Bullock's Kidney ... 是中 Ngan Mei-Bullock's Tail 18 H & Ngan Kon-Hullock's Liver ... 1b. 13 H + Ngau T'c-Hullock's Tripe. undressed 初節任中 Ngau Teni T'au Kök—Calve's

head and Fost set: \$1.00 量論率 Yong Pai Kwat-Mutten Chop 1b. 22 Yorg Pe-Leg of Mutton..... 22 學革 Yong Shau—Mutton Shoulder 14 Your Fau-Sheop's Head&feet set 50 Yong Sam-Sheep's Heart cach 6 Yong Iu-Sheep's Kidney ... each 9 野学 Ying Kon-Sheep's Liver ... ib. 24 Clu Kök-Pig's Feet each 12 Mi Chu No-l'ig Brains per set 24 解釋 Chu Tsàp—Pig's Fry 1b. 25 Chu lu-Pig's Kidneypsir 9 香牌相 Chu P'ai Kwat-Pork Chop ... 1b. 20 Chu Sam-Pig's Heart 13 Fig Chu Kon-Fig's Liver , 80"

Ga Chu Tsai-Sucking Pigs (to 柚牛生 Shang Ngan Yau—Beef Suet 1, 20 唐華產 Shang Yong Yau-Mutton Suet 全任中 Ngau Tsai—Veal ME4 Ngau Lap Ch'ong-Beef Sausage .. 20 PAST Ngan Chai Yuk Chong - Veal ... 20

POULTRY ff Kai Tsai-Chicken 28 Sin Kai-Capons Bar Pan Kau-Doves each

₹ 水基實 Sang Sheng Shōu Ap-Wild Dack - pair Ap-Pucks 18 Will Kai Tan-Hen's Eggsdoz 21 Kai-Fowl, Caztonb. 34 直南海 Hoi Nam Kai—Fowls, Hainan at 27 😨 Ngba-Geese..... 22 编野港上 ShrogHoi Ya Ngon-Gueese,

Shanohaipa ir — 在水港上 Wild Duck Shanghai............p. ir — Pak Kor Pigeons Canton each 30 Hoihow , 24 12 Om Ch'un-Quail # To Tsai-Hare Be Musk Peer # 11 Suan Kai-Pheasant...... the Cha Hu-Partridgeeach 10 金花禾 Wo Fi Tabk-Rico Birds ... doz. igh Sa Te'ci—Snipeeach 22 企業人 Fo Kai Kung—Turkeys, Cock 1b. 60 母歌火 Fo Kai Mo-Turkeys, Hen; 42

■ 水溝 Tam Shoù Yū--Canton Freeh water Fish ..., 16 At Le Yo-Carpmann and 1 20 Mau Yt-Cat Fish...... 18 At Man Yt-Codfish Hai-Crals AZA Shi Ming Yu-Dahaman , 16 解算費 Wong Mei Lun-Dace 12 图像 Tit To Shá—Dog Fish " · 9 Hoi Sin-Eels, Conger , 17

館水流 Tam Shūi Sin—Eels, Fresh water 16 ** Wong Sin-Eels, Yellow , 28 **海线自** Pak Kap Yū—Gudgeon...... HW Teo Pak Yu-Herrings \$ 20 角花蓝 Wong Fà Yt-Labrus..... 20 Me Mong Yu-Mong Fish , 28 ## Shang Hr-Oysters # 2 Kai Kung Yu-Parrot Fish ... , 16

Ti Pak Ch'ong-Pomfret, White: ,, 32 Hak Ch'ong- , Black ... , 25 Pi Pa Sa-Rey..... 全种石 Sik Kan Kung -- Rock Fish ... 16 Mar Chun Yu-Reach...... 10 Q水風 Ma Yau Yu-Salmon, Canton ... 36 At Shang Yu-Salmon, Freeh Water .. -Hä-Shrimps 23

Kök Ya-Turtles, small, fresh-Ptk Bit Yu-White Bait

Kam Shan Ping Ko-Apples, California - 20 性學學文 Tin T'sun Pin Ko-Apples, C'foo , 10. ## Hoi Tong-Apples, small, C'100 ... Fan Chi-Applez, Custard.

L-acob..... Yat Pun Ping Ko-Apples, Jaranese, 清學試費 Storg Sheng Henng Telu-Luanas, fragrant, Cantor ... 機構也 sang Heung Tsiu—Bananas

Yeung I -warambola Fig. Fung Lut-Chestnuts, Chir ses For Ye Tez-Cocoanuts..... erch 10 子松樹 P'6 Tai Tez-Grapes... 1st ql. lb. 15 Ning Mong-Lemons, Chinese , 6 MEUG Kam San Lingmor -- Lemon, 快雪 Lai Chi-Lichees, Freslie

数据 Lai Chi Kon-Lichees, Small Fig Ning Mong-Lemons,-Saigon , 10 世界 Luifung Mong—Mango, M'in each — 世界中 On Nam Mong—Mango, Salgon ,, — 子. # Ili Phan Chuk Tsz—Mangosteens,

perides 及政治 Yong Sai Kwä-Water Melon, American..... por lb. -By Sai Kwa-Water Melons China ... Re Heung Kwi - Musk Melon American,..... each — Passion Fruit, American ... 1b. -Et Pak Lam-Olives Ch'ang-Cranges, Swoot

Bill Chin Chau Change Orange, Swatow 禮門藏 () Mun Ch'ang-Oranges, Macao ,, ho Fa Kat-Small .. Mat Tim-Kat-Mandarin .. -## Fa Shang-Peanuts 10 Dr Shanghai Li-Pears American ... Sa Li-Pears Canton Wat Hung Li-Plums' Swatow.....

Sin Ti-Pears Cooking Canton-Hung Ta- ersiminons large . 10 Pun Ti Po Lo -Pine-apple. 10 量市場合 orange (Canten) lb. 6 東海尾大 Papaw 1st quality _____each _ Pineapple Cooking only ... 2nd.

雅太 Tai Tsiu—Plantains Luk Yau - Pumole, Amoy ... each -輪灣邊 Chim Lo Luk Yau-Pumolo, Saim, 15 M全部 San Hop To-Walnuts, Fresh lb 20 林童 Hop To-Walnuts, Green Shanghai Lo Kwat

VEGETABLES. &c. 労港 Y海上 Shanghai Ya (hi Chuk-Artichokse, Shanghai A Loong Soo Ta oi - Asparague ... 105 -Thuk Shun-Bamboo Shoots ... lb. 5 Ma Nga Tsdi-Beans, Sprout At Tau Kok- , Long. Min Tau Broad Broad

Pin Tou- , French, S'hai 4 門義 O Moen Bin Tau-Peans, Matso (French) Mar Hung Tau Ta'oi Sho Bentroot af Tring Ke -Brinjale Green ... 新元 Yuen Ke- , Red.... And Pak Ta'oi-Brassica 本 Kai Ta'oi-Cabbage Chinese

桑芥港上 Shai Kai Ts'oi— Shanghai— 11 * Kam Shun-Carrots 在桑地 Yo Ta'oi Fa-Cauliflower..... enoh.-花类体大 Tai Ye Ts'oi Fa-, Large Size .. -花菜博中 Chung Yo Ta'oi Fa-Cauliflower 本戶 Can Ts'oi-Celery, China lb. 本序 Yeung Can Ts'ol-Celery, Eng.

B# Fu Kwa-Bitter Squash 會規範 Kon Lat Chiu-Chilles, Dried . . 15 # 持青 Taing Lat Tsiu-Chilies, Green , 8 整花紅 Hung Fä Tsiu-Chilles, Rod ... ,, 10) 虚常 Ts'ing Kwa-Cucumbers 章材 Man Ka Li 'Fs'oi Liu-Cury Stuff, English Shuen Tau-Garlic.....

Ex Lo Keung-Glager, ol 1 Taz Keung-Ginger, young ... Ta'ing Tau-Green Peas 14 Kan Lik-Horse Radish, S'hai , 12 * Suk Mai-Sweet Corn....piecs -秦生澤 Young Shang Te'oi-Lettuce... 1b, 1 Mush Melon.... 蓝章生 Shang Tao Ku-Mushro ms. fresh....

题准序 Young Ts'ang Tau-Opions, * Shang Ta'ung - Onions, Green , 5 随意本居 Yat Pun Ts'ung Tan-Onions Japanese Bar Shanghai To'ung Tau-Onions, Shanghai 基名 Mo ka-Okross

海季章 Young Yuen Si-Parsley, Eng 子書語思 Foochow Shu Tsai - Potit es Foochow 上仔書 Shangbai Shu Tssi -- Potato

伊書本日 Yat Pun Shu Tsai-Potatcies, Japanese..... 伊書門橋 O Mun Shu Tsai-Potatos, Macao

牙管底下a Ke Shu Tsai--Potsting. American Fan Shu-Potatoes, Sweet..... By Tung Kwa-Pumpkin..... 本任情 Cht Taai Ta'oi-Pursine 伊白茅紅 Hung Lo Pak Tsai—Badish ... E Et Kon Ts'ung Tau-Shalots.....

Yin Ts'oi -Spinach..... 華 Fu Tau - Taros Fan Ko-Tomatoes..... Ta Lo Pak-Spinsch Chinese 数据 Lien Ngau-Lily Root

Yeung Lo Pak-Turnips. Eng. , 2 Teit Kwa-Vegetable Marrow, ,, BE Ma Tai -Water Chestnuts. Common 西島林樹 Kwei Lam Wa Tai- Water Chestnuts, Mandaarin 本声 Sai Yuong Ta'oi - Water Cresses .

Sage, former per bundle ... The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted.

W. BOWEN-ROWLANDS.

. Tai Shu - Yams

Secretary, Sanitary Board.

RUBBER SHARES.	SHANGUAL SHARE
SINGAPORE QUOTATIONS.	On 16th Augu
	COMPANY. PAID
On 18TH AUGUST, 1911.	Company. Paid
Nom. Value. Buyers, Sellers	Hongkong & S'hai \$1 National of China R1
2s Allagar 3s 3s6 1s7	Russo-Chinese Transance
£1 Anglo-Juva	Union ociety C't m. 5 North-China
£1 Auglo Sumatra 55s 68s9 1 Aver Kuning 13s3 17s	Hongkong Fire
1 Banteng 28 Batan Malaka 1810 2812 220s 2358	Shipping:- Indo-China { pref. }
1 Bata Tiga 1 Beaufort Borneo 186 17.6 1 Beaufort Borneo 368 37.6	Shell Trans. ord
1 Bukit Lintang 6389 708 2.2 286	S'hai Tug & { pref. } Lighter { ord } Kochien Fransport-
2s Bukit Selangor 1s3 pd. 1s dis. s5 dis. 5 dis. s5 dis. 5 dis. s5 dis.	Docks & Wharves:
2s Chersoneso 2-11 3s6	S'hai Dock & Eng H. & W. Dock S. & H'kew Wharf
2s Chimpul 32s6 364 2s Cicely Ord 32s6 364	H. K'loon W. & G Yangtaze
2s Consolidated Malay 15s1 16s6	Chinese Eng. & Min.
2s Edinburgh 7-101 9s	S'hai Investment H'kong Investment
2s Gelang Besar 70s 82s6	Humphreys Estate Weiheiwei
783 8s10 1 Harpanden 170s 187s6	Anglo-French
2s Heawood £1 Highlands & Lowlands 77s6 82s3 £1 Trab Kunneth 180s 197s6	Alma Estates, Ld Ayer Tawah Rubber; Pation Co., Ld
2s Jasin £1 Johore R. Lands 10s-rd 6s 10s6 pt	n. Chompedak Dominion Rubbers
2. Kampong Kwantang 986 1183 2. Kampong 1s-pd 296 38 pt	n. Son wang R'ber
£1 Kapar Para 1358 14683	Shanghai - Sumqtra Tobacco
£ 1 Kepong 111-3 125s c d £ 1 Kepong 1s10 2s3	Cottons, etc:-
£1 Kusla Lumpur 23 Labu (F.M.S.) 78101 8:6 x d	Soy Chees
1 Ledoury f.pd. 558 658 208 2883 p	in. Eastern Fibro
2s Limpgi Ord. 2s London Asiatio 9.6 10s 889 12s p	A. Butler Cement, Tild Works
1 Malasca 71 Pref. 16889 18183	Auglo-Ger. Browery China Flour Mill China Int. & Ex.
Options 18 18 2663 30 x 6	6 Lumber
2s Padang Jawa 2.3 2-8	Maatschappij, &c.,
2s Pélepah 5s6 6s41	Scharff's Off & Bone
28 Port Dickson 86 pd par -842 218. 248	
1 R. Est of Johore 15s pd. 25s 30s6 2s R. Est of Krien 2s8 2s10½ 2s R. Invest Trust 10s pd. 6s7½ 7s7½ 200s 222s	Asbestos
1 Sagga 258 278	S'hai Waterworks
2s Selangor 38s 41.9	Stores:— Hall & Holtz J. Llewellyn
2a Sengat 70s 80s £1 Seremban 48s 56s3	Central Ordinary Contral Founders
1 Sialang 3-3 4s1	Neeks & Co
£1 Straits Rubber 90s 102s6 2k Sumatra Para 7s101 8s8	Dunning & Co Hotels:—
£1 Sungai Choh 24 Sungai Kapar 25 26 26 26 26 26 26 26 26 26 26 26 26 26	Hongkong Hotel Co.
1 Sungei Salak 1 Sungei Way	3 DEFEANN
1 Tangkah Pref 15s 20s 1 Tebrah 48s9 54s	DIE amtlichen Kaiserlich D
1 United Serdang 8786 95	S Canton werden währ Ostasiatischen Lie
2s United Tomisang-1s3 pd87 dis. 93	dis. DAILY PRESS veröffe KAISI
2s Vallambrosa 7s3 8s6 x	div. Ganton, 15, Dozem
10 Ayer Hitam 34.00 36.0	O TALE Bekanntmac
1 Ayer Molek 3.70 3.8 5 Ayer Panes 8.25 8.5	O vorgeschriebene Verd O Jahre 1911 durch.
Bukit Timuh 0.55 0.6	den "OSTASIAT
10 Changant 14 1 1 2.50 3.0 2.75 3.2	Opm "HONGKON
5 Haytor 6.00 7.2 5 Haytor 1.00 dis. p	Swatau, den 21. D
10 Indragiri 0.22 0.3	5 BEKANI
5 Kempas 2.40 2.5 Lunas 100 1.3	50 Konsulats
2 Malakoff 1.30 1.4	oar. und "THE Ho
5 Mer. ui 0. 5 1. 2 New Serendab 1.90 2. 5 Mer. Singapore -5.20 5.	of erfolgen KAIS
1 Nyalas 0.271 0. 8.50 9.0	Pakhoi, den 20. D
1 Pantai 27.75 29. 10 Pegoh 27.75 29. 10 Pulan Bulang, \$2.50 pd. 1.0	0) 00 dis
1 Punggor 8.50 9.	75 50 MAIL
2 Singapore & Johore 9.75 10 00 c 2 Sungei Bagan 0.75 0.	s div. 85° 00 FO
10 St. Helena 0.50 0. 1 Tambalak 0.50 4.00 4	60 25
2 Trafalgar 0.70 0.10 1 Ulu Paudan 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.5	to Europe and Am
1 United Singapore 1.10 1. Rs. 5) Jebong \$112.50 120.00	x div. the dates of return

"WITH DOG AND GUN IN THE. NEW TERRITORY."

DEING the Series of Articles recently contributed to the "Honokong Dang PRESS" by "Sportsman," reproduced in book

PRICE ONE DOLLAR Hongkong, 29th October, 1910.

THE VALUE OF SPORT. ANGUAL SHARE QUOTATONS.

On 16TH AUGUST, 1911.

Hall & Holtz

-[J. P. Risser & Cors List.]

PAID UP | QUOTATION

\$125 \$910, buyers

\$100 \$825, buyers

160 | 1215, buyers

\$50 | \$335, buyers

\$20 \$122, buyers

T50 Tis. 30, sellers

T100 Tis. 90

21 \$2

T100

T50

T20

T50

\$100

'l'le. 48, sales & b

Tis. 20, sellers

Tis. 461, sellers

Tip. 51, buyers:

Tls. 57, sellers

Tla, 130

£1 Tle. 111, sales

Tls. 804, buyers

[96] buyers

Tis. 41, pales.

Tls. 50, nom.

T100 | Tis: 921, buyers

£1 Tla. 73, sellers

Tio Tis. 25, sellers

Tis. 4

T'20 Tls. 951, sales

'750 | Tla. 88, anles

T75 T13 421, sales

T50 | Tls. 23, buyer a

T50 T1s, 23, buyers

Too Tis.21, buyers

Tico | Tis. 70, enles

\$100 \$141, buyers

\$10 \$1, buyers

Gs.10 Tls. 88, buyers

T50 Tis. 25, sollers

T50 7 Tls. 10, sellers

£10 Tls. 514, buyers

Tls. 12

320 | \$184, sellers

\$10 | \$51, buyers

\$15 | \$10, sollers

\$50 | \$20, sellers

\$20 | \$241, buyers

\$50 \$24, sales

\$115, sales

\$114, sellers

\$60 | \$55, sales

Tla. 22, sellors

£20 Tls. 383, sellers-

\$25 | \$21, sales

.T50 Tls. 105

 $\mathbf{T}100$.

Hongkong Hotel Co. \$50 S-Hotel des Colonies T12.50 Tls. 4, sellers

BEKANNTMACHUNG.

IE amtlichen Bekanntmachungen des

Kalserlich Deutschen Konsulats in

OSTABIATISCHEN LLOYD, der CANTON WEERLY

NEWS und nach Bedarf auch in der Homekone

BEKANNTMACHUNG.

TIE Bekanntmachungen aus dem genihies

Handelsregister, sowie undere gesetzlich

vorgeschriebene Veroeffentlichungen werden im

"OSTASIATISCHEN LLOYD"

"HONGKONG DAILY PRESS"

BEKANNTMACHUNG.

und "THE HONGKONG DAILY PRESS'

ON SALE.

MAIL TABLES

гов 1911.

Shows the dates of departure of the Main

to Europe and America, and the dates of their

xpected arrival as well at their destinations, of

Mounted on Card 30 Cents.

On Sale at the Hougkong Daily Press

On Paper ... 20 "

Hongkong, 6th February, 1911.

the dates of return Mails.

Swatau, den 21. Dezember 1910.

Pakhoi, den 20. Dezember 1910.

KAISERLICH DEUTSCHES

KONSULAT.

KAISERLICH DEUTSCHES

amtlichen Veröffentlichungen des

Konsulats Pakhoi-Hoihow werden im

KONSULAT.

"OSTASIATISCHEN LLOYD"

KAISERLICH DEUTSCHE

KONSULAT.

[14C3

DAHLY PRESS veröffentlicht werden.

Canton, 15, Dezember, 1910.

Jahre 1911 durch den

\$100 | \$72], sales

21 | Tla: 121

T100 | Tla. 61

T50 Tls. 54

210 Th. —

£1 Tls. 12, sellers

Tis, 26, sollors

171 Tis. 91

£1 Tls. 12

\$61, buyors

25 Tls. 1671, sollors

(R1871] Tis. —

\$80, sales

The Poking Daily News in a leading article

China is an old country. She has experimented with practically every institution and every system in some form or other known in human history. As a writer has put it, in the matter of education, before Abraham left Ur of the Chaldees in the West of Asia, an Emperor of China had established a system in the East of Asia, which was in existence only a decade or songo. It is often stated that while Occidentals look to the future, with their faces turned to the brightness of what is to come, Orientals gaze on the past with its brilliant achievements, hallowed and glorified by i ballzation through the lapse of time. Yet there are reasons for this veneration for the old and the sucient. In many cases institutions and systems introduced by our ancestors have with the passage of time lost their original virtues and the mere form instead of the spirit and substance has been preserved, with the result that they fail to accomplish the object for which they were intended.

Take, for instance, the educational system. Before the introduction of the so-called modern solool and college into China, the old system was declared to be very imperfeet. The spirit of the schoolroom was wrong, the methods-of-teaching-were not adapt. ed to the mental requirements of the pupils, the teachers were not properly trained in the art of teaching in short, the whole system, or rother want of system, militated against the ereation of men equipped to struggle successfully in life. The greatest weakness of all was the absolute ne lect of the physical side of the students. There was no provision for the development of the body-ne physical exercise either indeor or outdoor; a gymnasium was unheard of; active movements of the b dy were discouraged-on the conthe management and tradition of schoolroom promoted the creation of "scholars," weakened, weak-langed and weak-

But it was not alway so ; the classics inform us that in ancient times as much attention was devoted to the cultivation of the body as to the mind. Horsemanship, archery, charlot driving. hunting and other forms of sport were in ancient times as much a part of a boy's training as the study of prose and poetry. With the growth of wealth in the country and the love of ease and luxury on the part of the people, encouraged, according to some thinkers, by the latter day educational system which was introduced as a part of the statecraft to produce scholars who could talk and dispute but not act, there came a gradual neglect of the manly sports and exercises, a state of affairs highly detrimental to individual as well as to national physical well-being.

All this, we are glad to say, is now of the past. Conservative scholars may talk and devise all the plans they like for the preservation of the old spirit and system, but the new movement has already too much of a start, and nothing, in our opinion, can put a stop to it. From now ou the movement will grow and. gather momentum and in spite of mistakes that will be made will ultimately transform Chin's. The recent Imperial Educational Conference held in the capital bears testimony to the wonderful progress made in educational matters. A leader published two days ago gave a résumé of the questions that were discussed -all dealing with live matters and calling forth animated and the aghtful discussion.

But of all the bright signs in the educational work of the Empire nothing gives us more sat. isfaction than the revival of interest in and attention to the physical phase. Every school of any size and importance possesses its playground and includes physical exercise in its curriculum. A resolution of the recently held educational conference recommended the introduction of military drill without target practice—a very wise provision, we think. It has become a custom now for the teachers of primary schools to take the students out for long tramps in the country or to attend some public meeting, Excursions on foot to famous spots during vacation time are no longer uncommon. The tress records from time to time huge and saccessful athletic meets, when representatives from different provinces or institutions of the same province compete for glory on the field.

The benefit to the bodies of our Canton werden während des Jahres 1911 im students through such physical training is too manifest to require further supporting argument. The physical value of sport is universally recognized even in the interior and backward parts of the Empire. The moral side is perhaps not so generally appreciated, though to commind its value is even greater than the physical. A healthy body makes a healthy mind. Manliness of bearing and spirit can only be one result of proper physical training Such important virtues and qualities as self-control, cooluess under critical circumstances, consideration for the rights of others, aggressiveness, eagerness to fight for one's rights and at the same time will. ingness to recognize these of others, "team work" or strength through combination, and a host of others can best be acquired on the playground. It is not without reason that the leader in school athletics very generally becomes the leader in society, and the discipline which he has learnt through sport is of great value to him in

Finally in this age of modern intercommunication through the increased facilities of travel by land or sea, sport has acquired a new value namely, political or international. Many opportunities are available for athletes of different nationalities to compete with one another and promote a spirit of friendship. It is the ennobling characteristic of an athlete to accept defeat in a gracious manner and to regard his superior with feelings of emulation and not of jealousy or hatred. The sending of cricket and polo teams from England to the United States and vice versa and the presence of American boat orews at Henley have helped much to promote friendship between the two nations. Japanese, who are noted for their quickwittedness, have not been slow to make use of athletic sports for political ends. A baseball team has just returned from a successful tour in the United States, which is the home of baseball, after winning 22 and losing 15 games

> PORTUGUESE MILITARY EXPENDITURE.

In referring to the Government's expenditure of £333,000 for the military defence of the country against plotters, a veral Deputies in the National Assembly, at Lisbon, last month; expressed the opinion that this it the cost of The Minister of War slated that the cost of calling out the Reserves was only about £66,000. But it was found necessary to purchase £155,000 worth of war material, as the Monarchical regime. had left the Army in practically a destitute condition. The remaining expenditure of £:12,000 was divided between the Ministry of Marine and the Ministry for Foreign Affairs.

INTIMATION

MARK THIS.-If every min, when he bought a Typewriter, knew what his Typewriter would be worth "FIVE YEARS AFTER," no man would ever buy anything but a REMINGTON.

SOLE AGENTS.

HONGKONG, CANTON AND SOUTH CHINA AND FORMOSA:

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 700 tons, 4-gune, 2,000 ih.p., Comdr. A. Lowndes, Weibalwei. Autron. 2nd class craiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle.

Weibaiwei. atlas, admiralty tag. 615 tons, 1,400 i.b.p., Moster S. West, Hongkong. Bramble, ganboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington Shanghai. Britomart, guuboat, 710 tons, 900 h.p., Lieut. Comdr. J. W. Barker, Yangtsze.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400. f.d., Comdr. H. Lynes, Hongkong. Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Hongkong.

Fame, torpede-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Mouroe, Weihaiwei. Flora, 2nd class craiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, en route to Colombo.

Handy, torpede-hoat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkoug. Hart, torpedo boat destroyer, 295 tons 6 guns 4.000 h.p., Lt.-Comdr. Hon. Guy Stopford.

fanus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M., B. R. Blackwood, Weihaiwei. Kent. armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar,

Weilmiwei. Kinsha, river gunbout, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Shanghai. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, Sandakau.

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000. Capt, G. C. Cayley, Weihaiwei. onmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O.,

Weihoiwei. Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr G. P. Leith. West River. ewcastle, 2nd class cruiser, 4,800 tons, turbine. Captain George P. E. Hunt, D.S.O.,

Weihaiwei. lightingale, river gunboat, 85 tons, 240 h.p. Lt. Comdr. Claude Hillersden-Woodward. R.N., Yangtsze. Otter, torpede-boat destroyer, 385 tons, 6 gans 6,300 i.h.p., Comdr. Lambe, Weihaiwei,

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Condr. Cosmo A. O. Douglas, Hong-Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt. Commr. N. E. Archdale,

Hongkong. Sandpiper, river gunboat, 85 tons, 2 guns, 24. h.p., Lieut.-Comdr. E. J. J. Southby, Snipe, river gunboat, 85 tons, 2 guns 240 h.p.

Lt. Comdr. Maurice B. Leslie. Yangtsze. Taku, torpedo boat destroyer, 305 tous, i.h.p. 6,000, Gunner E. J. Trillo. R.N., Hong. Tamar, receiving ship, 4,650 tons, 5 guns

Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. R. J. Buchanan, Yangtsze. Thistle, ganboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Buillie-Hamilton, Shanghai. lirago, torpedo-boat destroyer, 395 tone, o guns 6,300 i.h.p., Lieut,-Comdr. Harold D. Adair-

Hall, Weihaiwei. Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lient. Comdr. R. L. Hancock, Singapore. Whiting, torpede-boat destroyer, 360 was, guns, 5,900 h.p., Lieut. Comdr. G. E

Hartford, Weihaiwei. Widgeon, gunboat 195 tons, 2 gans, 800 h. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h.; Lieut. Comdr. B. R. Brooke, Yangtsze,

Woodlark, gunboat, 150 tons, 2 guns, 550 h. Lieut. Comdr. G. F. A. Mulock, Yangtese. Submarines:-No. 36, Godfrey Herbert, Lieut.-Commr.

No. 37. A. A. L. Fenner, Lieut. Commr. No. 38, J. R. A. Codrington, Lt.-Commr. Kaiserin Elisabeth, Austrian protected cruiser 4.000. Fregattenkapitan Oskar Hansa,

Northern Waters Panther, third class cruiser, 1,530 tons, Fregattankapitan, Theodor Skerl Edl. von Schmidt heim

Achéron, armourou gunboat, 1,830 tons, 9 guns 1,700 h.p., Lieut, Bertrand, Saigon Alger, 2nd class orniser, 4,320 tons, 22 guns 5,100 h.p., Commander Fournier, H kong Alouette, gunboat, 506 tons, 7 guns, 40 | h.p. Commander Badin, Saigon Argus, river gunboat, 189 tons, 6 guns, 570 h.p., Lieut, Audouard,

Baionnette, ganboat: Cimeterre, gunboat, 140 tons, Reserve, Saigon Caronalde,gunboat, 184 tons, Reserve, Saigon Décidée, ganbost, 630 tous, 10 gans, 900 h.p. Lieut. de Linares, Shanghai Dupleix, armoured craiser, 7,578 tons, 26 guns,

Desair, armoured cruiser, 7,57 8 tons, 26 guns, 17,000 h.p. D'Therville gunboat Estec, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lient

Combet, Saigon Fronde, destroyer, 300 tons, 7 gnas, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs, Montealm, armoured cruiser, (flagship) 9,367 tons, 36 gans, 49,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-

Manche, surveying ship, 1,625 tons, 10 guns. 900 h.p., Commander Ragot de la Touche, Mouquet, destroyer, 300 tone, 7 guns, 6,300 h.p., Commander de la Roche Kerandraon,

Olry, river gunboat, 170 tons, 6 guns, 500 h.p. Lieut, de Maindreville, Upper Yangtze -Peiho, river gunbost, 130 tons, 4 guns, 280 h.p. Lieut, Puech, Tongku Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon Pistolet, destroyer, 300 tous, 7 gans, 7,000 h.p.,

Commander Mortenel, Hougay. Protée, sub-marine, 70 tous, 60 h.p., Lieut Morris, Saigon Redoutable, buttleship (reserve), 9,330 tons 37 guns, 6,200 h.p., Capt. Drougt, Saigon Styx, armoured gunboat, 1,810 tous, 8 guns 1,600 h.p., Lieut. Seciot, Saigon.

Takon, destroyer, 280 tons, 6 gans 6,500 h.p., In Reserve, Saigon Vauban, torpedo-depot, Commander Mortenot, Voteran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.

Lieut, Dumonlin, Sikiang

Arcons, craiser, 2,719 tons, Captain von Hippor Iltis, gunboat, 1,000 tons, 10 gans, Captain Laus Jaguar, ganboat, 900 tons, 10 gans, 1,300 h.p. Captain Graf von Posadowsky-Webner Leipzig, erniser, Captain Engel Luche, gunboat 850 tons, 10 guns, 1,344 h.p. Captain Bölken

Scharnborst, armoured cruiser (flagship)e

11,420 tone; 52 gune, 26,000 h.p., Kapitan Zur Sae Masss Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tabes, 6,000 h.p., Kommandant Kolbs (Hans) Bertram

l'orpedo boat " ago," Kapitan Leut, Heyden l'iger, gunbost, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss Tsingtan, gunhoat, 170 tons, 5 gans, 1,300 h.p. Captain Ross Vaterland, gunboat, - tons, 3 guns, 500 h.p. Captain Toussaint

Calabria, protected cruiser, 2,428, tous, 26 guns 4,000 h.p., Capitano Maris Casannova di Jerserech Paglia, propected cruiser, 2,498 tons, 26 gans,

7,000 h.p., Capitano Gusani Viyconti Marchese Lorenzo: . PORTUGUES Patria, gunboat, 700 tone, Captain J. Affrezo

UNITED STATES. Albany, cruiser, 3 000 tons, C. S. Williams, " Arayat, gumboat, Lieut, Comdr. Matt H. Signor Bainbridge, destroyer, 7 guns and 2 torpe to tubes Ensign Lloy I W. Townsend Barry, destroyer, 420 tons, Eas. Edmund S.

Callao, gunboat, 243 tons, Hus. J. R. Murrisson Cleveland, cruiser 3,200 tons, Commander Hugh Rodman, Shanghai Charleston, battle-hip (dagship), 9,700, tous 58 gans, 21,000 h.p., Comde, John H.

Gibbins, Shanghai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Chauncey, destroyer, 420 tons, Ens. I. N MoNair Dale, destroyer, 420 tons, Lieut. Herbert H

Denver, orniser, 3,200 tons, Comdr. Edward E. Cagehart, Shaughai Galveston, cruiser, 3,200 tons, Commander John A. Hoogewerff, Mauila Helena gunboat, 1,392 tone, Comdr. Reuben O. Bitler, hanghai Mindoro, gunbost, Lieut, George M. Baum

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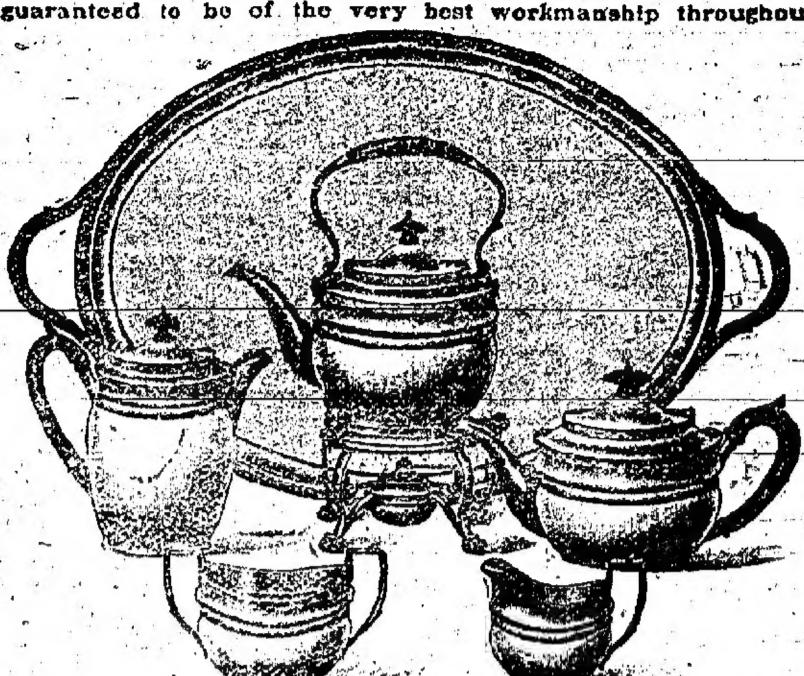
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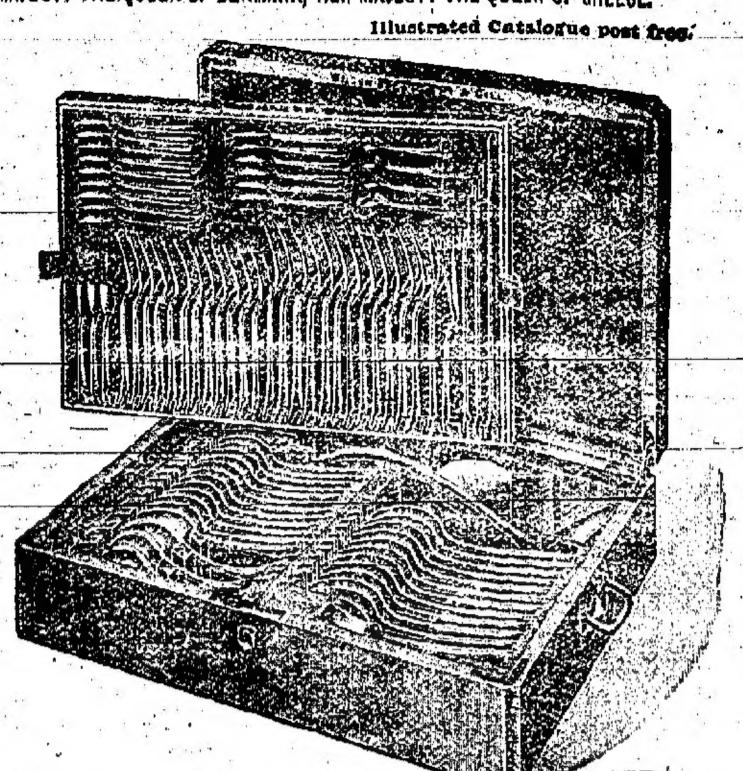


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R. Marty. Hong Wan I., British str., 2,060. Hainsworth 16th August-Singarore 11th August, General Joe Tok Sing.

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MARIE RICKMERS. German str., 2.256, A. Rupp, 21st August Hamburg 18th June, Gen ral-Order NIPPON MARU, Japanese str.; 2,331, I. Sone,

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QUARTA, German str., 1.824. J. Danielsen, 23rd

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TAISHUN, Chinese str., 1,216, R. G. Paramore, 23rd Aug.-Shanghai 19th Aug., General -C. M. S. N. Co. Taming, British str., 1,300, G. H. Pennefather, 25th August - Cebu, Iloilo and Manila 22nd

August, General—Butterfield & Swire. Coal-Mi'sui Bussan Kaisha. Yu Shun, Chinese -tr., 1,079, C. Westerland, 2nd August-Shanghai 30th July, General

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BANISHING A CHINESE WIFE

GENTLE HINT AT REPRIBALS.

The decision of the Australian Acting Minister for External Affairs to refuse the request of Hop Poon Goody, of Melbourne, that his wife be allowed to stay in the Commonwealth, has aroused indignation amongst the Chinese of Victoria.

Mr. Piug Nam, president of the Chinese Reform Association, last night said :- "The whole of the argument addreed by Senator Findley is evidently based on prejudice-prejudice so strong that it seems to have wrecked his discretionary powers as a Minister. The Sena. tor," went on Mr. Ping Nam, " admits that Mr-Hop Poon Goosy is a 'reputable citizen.' Having satisfied himself on this point, what better guarantee could Goooy give in the way of claims to have his wife with him?

"The attitude Senator Findley takes of the White Australia policy is bunkum. He fears that if the Chinese are allowed to bring their wives to this country it imperils the white Australia policy. The 'white Australia' policy, according to the party which Senator Findley represents, is based on racial purity. This, in my opinion, from their own standpoint, should strengthen our argument in favour of allowing respectable Chinese, who have proved their Stness by their behaviour during their sojourn in this country, to have wives of their own nationality.

" Australian statesmen are incurring a serious responsibility in penalising and harassing respectable Chinese here by jeopardising the prestige of British trade in China. Probably some Australians argue, 'What has British trade to do with Australia?' My roply is that it has much to do with Australia. The protection that tion they now get, as Australians know, is British, and the amount of trade China gives to Great Britain yearly enables the latter Power to main ain to a certain extent her proud position as mistress of the sens.'

"The destiny of this country is committed to men whose principal card is humanity, and it is of great interest to the Chinese now studying Western systems of government to follow the principles of a Government which is supposed to be based on humanitarian ideals, Our people have feen promised a national Parliament in 1913. Should we copy, for the sake of argument, the ideals of humanity as administered by the Commonwealth Government, and mete out the same to British and Australians who may then be residing in China the identical laws as administered to us? In such an event, would the politicians of this country say we were conforming to the principles of humanity?

Lafeel confident that the fair and generous minded people of this country have no desire that the Government here should harass and oppress any Chinese who have assimilated them-selves to Australian ideals, and have proved by their daily lives that they are capable of taking on themselves the responsibility of having women of their own nationality as their wives.

TRADE OF THE UNITED KINGDOM.

STATISTICS FOR THE PAST FIVE YEARS,

The annual statement of the trade of the Inited Kingdom with foreign countries and British Possessions in 1910 compared with the four preceding years is being issued in bree volumes. Volume I. [Cd 5699] gives abstract tables showing the total value of the import and export trade of the United

The values of the total imports of mer handise from foreign countries and British Possessions (including Protectorates) were: - 1906, consigned from foreign countries, £467,974,167 consigned from British Possessions (including Protectorates). £139,914 333, total, £607,888.500 1907, £491.102.400, £154.705.542, £645.807,942; 1908, £464,8 7,692, £128,135,795, £592,953,487; 1909, £479,453,018, £145, 51,939, £624,704,957; 1910 £507,806,758, £170,450,266, £678,257,024.

The value of the total apports of produce and manufactures of the United Kingdom to foreign Isurugisan Maru, Japanese str., 2,189, War countries and British Possessions (including tanabe, 20th August-Milke 14th August, Protectora es) in the five years were as follows: - 1906, consigned to foreign countries, £253,565,853, consigned Possessions (including Protectorates) £172.009.485, total. £375,575.338; ZAFIRO, American str., 1 410, M. C. Smith, £287.89 .317, £139.143.766, £426.035.083; 1908, £250 338,797, £126,765 027, £377, 03,824; 1909, £250,947,263, £127,238,084, £389,180,347; 1910,

£ 83,081,830, £147,302,942, £430,384,772. The values of the total exports of foreign and colonial merchandise to foreign countries and British Possessions (including Protectorates) in the five years were: 1906, consignments to foreign countries, £75,723,703, consignments to Briti-h Possessions. £9,378,777, total Per Si-King, from Haiphong, &c., Messrs £85,102,480; 1907, £81,758 702. £10,183.382 £91 942 084; 1908, £69 639 634, £9,984 063 Per Maitan, from Coast Ports, Mr Morie, Mr £79,623.697; 1902, £80 711,271, £10,633.548

The total values of all exports, therefore were:-1906. £460,677,818; 1907. £517,977,167 Per Coledonien, for Hongkong, from Mar- 1908, £455.727,521; 1909, £469,525,166; 1910

The value of the total imports and exports o merchandise from and to foreign countries and British Possessions was: 1906. £1,068,566.318; Per Nikko Maru, from Australia, for Hong- 1907. £1,163,785.109; 1908, £1 049,681,008; 1909, £1,094,230,123; 1910, £1,212,402,841. The total imports from foreign countries and

British Possessions, the figures of which are given above, were made up as follows :- Food, drink, and tobacco, 1906, £238,158,156; 1907, £247 290 596; 1908. £244.134.089; 909, £254,319,393; 1910, £257,681.588; raw muterials and articles mainly unmanufactured, 1906. £211.102.714; 1907, £241.248.871; 1908. £203,455,017; - 1909, £220,145,496; 1910. £261,175.628; articles wholly or mainly unmanufactured 1906.£158,185,004;1907,£154.904.292; 1°08. £143.0°5,597 ; 1907, £147.671,094 ; 1910, £156,845.461; miscellaneous and unclassified-1906. £2.442.626; 1907. £2364,183; 1908. £2.278,784; 909, £2,568,984; 1910, £2.554,347.

The exports of produce and manufactures of Warren, Mr F C. Tobey, Miss A. M. Williams, the United Kingdom to foreign countries and Fritish Possessions (including Protectorates) were made up as follows: Food, drink, and 1'. Stanley, Mr. Harry M. White, Rev. Robt. | tobacco-1906. £20,563.882; 1907, £22,356 578; 1908. £21,707,770; 19 9. £23,335,891; 1910, £26,070,738; raw materials and orticles mainly enmanufactured-1-06. £ 3,837.844; 1907. £55,588.843; 1908, £52.755,940; Mrs Davis Brown, Edger A. Linton, Mr E. C. £51.156,007; 1910, £53.328,282; articles wholly Brown, Mr.S. H. Assemull and servant, Mr F. or mainly menuractured-1906, £304,957,732; L. Bates, Capt. J. J. Hornbrock, Mrs Smedburg, 1907, £341 439.511; 19 8. £296 581,975; 1909. Master Wm. Smedburg and infant, Mr M. G. £296,758,468; 1910 £342 869.107; miscellaneous Beck and servant, Mr B. A.-Liefrinck, Mr D. and melessified-1906, £5,215,880; 1907. 1910, £8,116,655.

WEATHER REPORT

On the 28th at 12.05 p.m.—The typhoon entered the coast during thought in the neighbourhood of Foothow. It continues to move Northward.

The barometer is falling in Shanghai, and rising at all stations to the Southward of

Pressure has increased and is high over E Japan and adjacent waters. Strong S. and S.W. winds may be expected in the Formesa Channel, and moderate measoon

over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches,

The forecast for the 24 hours ending at noon o-day is as follows :--

* Hongkong & Neighbourhood, Formosa Channel

South coast of China between | Same as No. 1. Houghong and Lamocks.

South coast of China between | Same as No. 1

* W. and S.W. winds, moderate; fine.

August 28th-Ar A.M.

CHINA COAST METEOROLOGICAL

REGISTER.

.. 30.13 — — - - -Hakodate . .. 30.05 — 5 5W Kochi Nagasaki Kagoshima . 29 92 ---Bouiu Is. 9 a 29.93 71 100 NE 2 0 Weihaiwei Hankow Kinkiang 9 6. 29.72 83 83 Shanghai .. 29.63 82 91 st | 8 om Gutzlaff

, 29.44 80 — ENE 1 or 6 a. 29.50 82 75 BW 2 o . 29.58 82 75 WAW 1 6 5 a. 29.54 --- | --- | Taihoku NE | 2 -Taichu .. |29.61| --- | sw | 8 Taiuan Koshun. Pescadores 10 a 29.6 87 70 .. - -- www 1 --8 n. 29.78 81 :-29.60 84 |--- | w -w 1 5 6 a 29.73 75 -10a 29.84 86 78 NW 1 b 6 a | 29.83 77 | --sw 2 b

F. G. Figg, Director. Hongkong Observatory, August 28th, 1911. 1 BAROMETER, reduced to 32 degrees Fahrenheitjon he level of the sea in inches, tenths and hundredths, 2 TEMPERATURE, in the shade, in degrees Fahron.

3 HUMIDITY, in percentage of gaturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beafort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hall, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet)

6 Rain in inches, tenths and hundreths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 28th.

	Previous Day at 4 p.m.	at	On Dat at 4 p.m.
Barometer	29.49	29 63	29,64
Temperature	87	87	90
Humidity	63 -	70	60
Wind Direction	West	West	WSW
" Forceti	2	1	. 2 .
Weather		Ъ	. b
Rain			

Highest open air Temperature on 27th .. 90 Lowest open air Temperature on 27th 81

HONGKONG TIDE TABLE.

From 29th August to 4th September, 1911.

et.	His	H WAIER	LOW WATER		
Days of Wek.	Days of Mouth	H kong Moan Time.	Height.	H'hong Meun Vime.	Height.
					-
Tues.	29	b. m. m 0 20 0 36 a	ft, in. 5 6 5 4		ift. in. 2 9 2 8_
Wed.	30	m 0 52 1 22 a	5 7	m 7 9 6 49	3 1
Thurs	31		5 8	m 8 42	3 3
Fri.	1	m 2 26	5 8	m 10 33	3 2
Sat.	2	<u> </u>	5 9	m 0 5	
Scn.	3	No infer			
Mon.	4	No inter	high 6 3	nor lov	- water

CALROONIEN, French str., 3.830, Molber, 28th August-Marseilles 30th July, Mails and General - Messageries Maritimes. GERMANIA, Gorman str., 1,704, Francison, 28th August-Hougay 26th August, Coal-Jehren & Co.

HAITAN, British str., 1,183, J. S. Roach, 28th August-Foochew, Amoy and Swatow 27th August, General-Douglas, Lapraik & Co. HANVANG, British str., 1,205, Spinks, 27th August-Hongay 25th August, 25th Aug., General-Butterfield & Swire.

Hong Ber, British str., 2056, G. Kinghorn, 28th August -- Singapore 22nd August Geroral-Chinese.

MANCHURIA, American str., 8,750, A. Dixon, 28th August - San Francisco 2nd August, Mails and General-P. M. S. S. Co. NIKKO MARU, Japanese str., 3,439, M. Yagi 28th August-Manila 26th Aug., General,

-Nippon Yusen Kaisha. SEATTLE MARU, Jap. str., 6,182, T. Snitow, 28th August Manila 26th August, Flour, Soda, Planks, Fishers Mill, &c .- Osaka St. Kland, French str., 650, E. de Catalano,

27th August Haiphone and Owong Chow Wan 25th, August, General - Messageries Maritimes. SZECHUEN, British stell 28th August - Canton.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

Mitsui Bussan Kaisha.

28th August. Catherine Apour, British sir, for Singapore Choising, German str., for Hollow. Chopsang, British str., for Swatow. Hailan, British str., for Swatow. Honswy, British str., for Amoy. Publat, Charman str., for Swatow. Sexta, Gorman str., for Hoibow. Smaan, British str., for Hothow. Tourence, British str., for Europe, de

DEPARTURES.

28th August. CALEDONIEN, British str., for Shanghai CHITUEN, Chinese str.; for Shanghai EASTERN, British str., for Shanchai. HANYANG, British str., for Shanghai. KATSHING, British str., for Tsington. KWANGTAH, British str., for Cantou. VLADIMIR, Russian str., for Singapore

SHIPPING REPORT.

The British str. Honging reports : Ligh winds and fine weather. The French str., Si Kinny reports: Fine weather with generally N.W. Easterly breeze. The British str. Haitan reports: Moderat Westerly winds and sea up-to Nine Pina; thence light wind and fine.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. Chiyo Maru, with U.S. mails, arrived at Yokohama on the 26th inst., sailed for this port on the 28th justant, and is due to arrive at this port on or about the

THE AUSTRALIAN MAIL.

The E. & A. str. Aldenhum loft Sydney on the 16th instant for this port (via Queensland Ports and Manila . The I.G.M. str. Prinz Sigismund left Sydney on the 25th instant, at 11 a.m., and may be ex

pected here on or about the 19th prox. THE CANADIAN MAIL.

The C.P.R. Co.'s str. Montengle arrived at Kobe at 11.30 p.m. on the 26th instant, and left again at 6 p m. on Sunday for Shanghai, where she is due to arrive at 6 noon on the 31st inst. Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd justant s.m.

THE ENGLISH MAIL.

The P. & O. str. Delta left Singapore for this port on the 25th instant at 6 30 p.m. with the outward English Mail, and is due here tomorrow at about 6 a.m.

THE INDIAN MAIL.

The Indo-China str. Namsang from Calcutta and the Straits left Singapore for Hongkong. on the 24th instant, at 6 p.m., and is due here to-morrow a m. The Indo-China str. Kumsang left Calcutta-

for the Straits and Hongkong on the 19th inst. and is due here about the 4th prox.

— MERCHANT STRAMERS.

The N.Y.K. str. Hirano Maru (European Line) left Shangbai for this ports on the 25th-inst., and is expected here to day. The Siemsson & Co.'s str. Germania, with Mails from South sea Islands, left Yap on the 20th instant, and may be expected here to-day

The N.Y.K. etc. Yawata Maru (Australian Lina) left Kobe for this port via Moji and Nagasaki on the 24th inst., and is expected hereto-morrow. The N.Y.K. str. Aki Maru (European Line) left Singapore for this port on the 25th instant.

and is expected here to-morrow. The N.Y K. str. Bombay Marte (Bombay, Line) left Singapore for this port on the 25th Aug., and is expected here on the 31st Aug. The str. Glencek passed the Suez Conal on the 25th ult., and is due here on or about the

The N.Y.K. str. Inabo Marito American Line) left Kobe for this port via Moji and Shanghai on the 25th instant, and is expected here on the 3rd prox.

The N.Y.K. str. Bingo Maru (Bombay Line) left Bombay for this port via Singapore on the 25th instant, and is expected here on the 12th

The American & Manchurian Line steamer Matoppo passed the Suez Canal on the 22nd

instant, and is due here on or about the 18th The str. Glenfary passed the Suez Canal on

the 22nd instant, and is due here on or a out the 24th prox. The T.K.K, str. Buyo Maru sniled from Honolulu for Hongkong on the 26th inst., and is due here on or about the 29th prox.

ADVERTISED LOADING. AS

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," norrest Boogkong "h," midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point DESTINATION. VESSEL'S NAMES... VIAO & RIU RERTE CAPTAIN. TO BE PESPATCHED LONDON. ROTTERDAM & ANTWERP ... CARNARTHENSHIRE Brit. Htr. R. L. D niel JARDINE, MATHESON & Co., LD... To-day. ABCADIA LONDON, &C., VIA USUAL PORTS OF CALL S. Barcham P. & O. S. N. Co. ... On 2nd Sept., at Noon LUNDON & ANTWERP VIA SINGAPORE, &C SOCOTRA G. J. Coldwell, ... P. & O. S. N. Co. About 6th Sept. LONDON & ANTWERP VIA SINGAPORE, &c. Brit. str. C. C. Talbot, R.N.R. P. & O. S N. Co. ROTTERDAM & HAMBURG VIA STRAITS, &c FURST BULOW Ger. str. ... About 20th Sept HAMBURG-AMERIKA LINIE HAVRE, ROTTERDAM & HAMBURG &c. On 14th Oct. PREUSSEN Ger. str. HAMUBRG-AMERIKA LINIE HAVRE, BREMEN & HAMBURG, &c. On 20th Spot. Feldtmann HAMBURG-AMERIKA LINIE HAVRE & HAMBURG VIA STRAITS, &c. On 31st inst. ALESIA... HAMBURG-AMERICA LINIE HAVRE & HAMBURG VIA STRAITS, &c. RHEINFELS ... Ger. str. ... On 15th Sept. Weyhausen HAMBURG-AMERIKA LINIE HAVRE, BREMEN & HAMBURG. &c. Un 29th Sept. HAMPURG-AMERIKA LINIE COPENHAGEN & BALTIC PORTS On 12th Oct. OLOF WIJE Co., LTD. MARU ... DIABBELLES, LONDON & ANTWERP VIA SINGAPORE, &C HIRARO MARU ... About 20th Sept: H. Frasor NIPPON YUSEN KAISHA MARSEII LES, LONDON & ANTWERP VIA SINGAPORE &C. TANGO MARU ... Jap. str. To-morrow, at Daylight K. Kawara ... NIPPON YUSEN KAISHA NAPLES GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON PRINZ LUDWIG ... Ger. str. On 13th Sept., at D'light MELCHERS & Co. ... F. von Binzer TRIESTE, &C., V'A SINGAPORE, &C. VORWAERTS ... Aus. str. About 6th Sept. R. Dannecker ... SANDER, WIELER & Co. BOSTON & NEW YORK VIA PORTS & SUEZ CANAL KATUNA On 27th Sept. SHEWAN, TOMES & CO. BOSTON & NEW YORK About 5th Sept. Roseric ... ARNHOLD, KARBERG & Co ... VANCOUVER, B.C., SEATTLE & PORTLAND, & SUVERIC ... F. S. Cowley On 15th Sept. TAMON MARK Japanese str., 1,142, Kawasaki, THE BANK LINE, LIMITED VANCOUVER VIA SHANGHAI, JAPAN, &c. On 5th Sept. MONTEAGLE W. Davison 27th August -- Newchwang 21st August-CANADIAN PACIFIC R. Co. .. VANCOUVER VIA SHANGHAL, JAPAN, &c. EMPRESS OF INDIA ... Brit. str. On 12th Sept., at Noon E. Beetham, CANADIAN PACIFIC R. Co.... VICTORIA, C.B. & TACOMA VIA KEELUNG & JARAN SRATTLE MARU ... On 14th Oct. OSARA SHOSEN KAISHA VICTORIA, B.C. & SEATTLE VIA KEELUNG, & INABA-MARU ... On 6th Sept., at 11 A.M NIPPON YUSEN KAISHA VICTORIA, B.C. & TACOMA-via Keelung, S'GHAI, &c MEXICO MARU ... On 12th Sept., at 4 P.M. OSAKA SHOSEN KAISHA SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. CHINA On 16th Sept., at 11 A.r. E. Street PACIFIC MAIL S.S. Co. SAN FRANCISCO VIA KEELUNG, S'HAI & JAPAN &C. MANCHURIA On let Sept., at 1 P.M. PACIFIC MAIL S.S. Co. SAN FRANCISCO VIA KRELUNG, S'HAI & JAPAN, &C CHITO MARU On 8th Sept. Jap. str. ... W. W. Greeno Toyo KAISHN KAISHA. PORTLAND VIA JAPAN ... On 15th Sept., at Noon Eivind Meyer PORTLAND & ASIATIO S.S. Co. AUSTRALIAN PORTS VIA MANILA YAWATA MARU ... Jap. str. . On 1st Sept , Daylight T. Sekine NIPPON-YUSBN-KAISHA AUSTRALIAN PORTS VIA MANILA YAWATA MARU Jop. str. On 1st Sept., at Noon T. Sekine NOPPON YUSEN KAISHA ... AUSTRALIAN PORTS VIA MANILA COBLENZ Coblenz On 1st Sept., at Noon. L. Klugkist Миснева & Со KOBE & YOKOHAMA ... On 9th Sept., at D'light AKI MARU .. . Jup. str. K. Homma ... NIPPON YUSEN KAISHA ... KOBE & YOKOHAMA PRINZ SIGISMUND Ver, str. ... On 31st inst., at D'light F. Bruening Месонень & Со.... NAGASAKI. KOBE & YOROHAMA ... NIKKO MARU ... About 19th Sept. M. Yagi NIPPON YUSEN KAISHA ... JAPAN ... TJITABOEM ... MEXICAN, PERUVIAN & CHILEAN & JAPAN BUYO MABU TJITAROEM ... To-merrow, at Noon V. Zwart JAVA-CHINA-JAPAN LIIJN ... Quick despatch, Toyo KISEN KAISHA On 14th Oct., at Noon Kueichow BUTTERFIELD & SWIRE Chipshing ... On 1st Sept., at 4 P.M. F. Mooney JARDINE, MATHESON & CO., LD ... SHANGHAI VIA SWATOW CHOYSANG ... On 1st Sept., at Noon M. Courtney JARDINE, MATHESON & Co., LD To-morrow, at Noon SHANGHAI, MOJI & KOBE BOMBAY MARU ... J. Terannka NIPPON YUSEN KAISRA CHINHUA ... SHANGHAI To-morrow. BUTTERFIELD & SWIRE DELTA On 31st inst. at 4 P.M. E. P. Martin, R.N.R. P. & O. S. N. Co ... SHANGHAL KOBE & MOJI NAMBANG To-morrow, at 5 P.M. JARDINE, MATHESON & Co., LD SHANGHAI... ANHUI On 1st Sept., at Noon J. B. Harris ... BUTTERFIELD & SWIRHA HANGHAI. NAGASAKI, KOBE & YOKOHAMA GNEISENAU... On 2nd Sept., at M'night Th. Stollberg MELCHERS & Co ... SHANGHAL, KOBE & YOKOHAMA About 6th Sept. SUEVIA Ger. str. HAMOURG-AMERIKA LINIE SHANGHAI, MOJI, KOBE & YOKOHAMA PALMA ... On 6th Sept. H. W. A. Clark, R.N.R. + & O. S. N. Co. ... SHANGHAI About 7th Sept. ABSAYE ... G. W. Cockman, R.N.R P. & O. S. N. Co.... SHANGHAI, YOROHAMA, KOBE & MOJI About 14th Sept. CANTON Swed, str. F 11 4 1 F OLOF WIJI & CO., LTD. SHANGHAI... About 17th October. TJIPANAE ... Dat. str. .. J. B. v. Damme Jolnh JAVE-CHINA-JAPAN LIJN TAMSUI VIA SWATOW & AMOY!... DAIJIN MABU ... Quick despatch Jap. str. .. OSAKA SHOSEN KAISHA..... ANPING VIA SWATOW & AMOY ... On 3rd Sept., at 10 A.M. SOSHU MARU ... Jap. str. OSAKI SHOSEN KAISHA FOOCHOW, YIA SWATOW & AMOY On 6th Sept. at 10 A.M. CHOSHUN -MARUI Jan. str. ... OSAKA SHOSEN KAISHA SWATOW, AMOY & FOOCHOW To-morrow, at 10 A.M. HAITAN ... Brit. str. J. S. Roach DOUGLAS LAPRAIK & Co., SWATOW, AMOY & FOOCHOW To-day, at I P.M. HAIYANG *** *** ** J. W. Evans DOUGLAS LAPRAIR & CO SWATOW, AMOY & FOOCHOW HAICHING On 1st Sept., at 1 P.M Brit. str. . W. C. Passmora DOUGLAS LAPRAIR & Co. .. MANILA, CEBU & ILOILO On 5th Sept., at 1 P.M. l'AMING ... Pennofather ... BUTTERFIELD & SWIRE . To-day, at 4 P.M. MANILA, CEBU & ILOILO ZAFIRO M. C. Smith SHEWAN, TOMES & CO. To-morrow, at 4 P.M. P. H. Rolfe ... A. W. Outerbridge JARDINE, MATHESON & Co., LD ... On 2nd Sept., at 2 P.M. BUTTERFIELD & SWIRE On 5th Sept., at 4 P.M. MANILA LOONGBANG Teask JARDINE, MATHESON & Co., LD... MANILA, CEBU & ILOILO On 9th Sept., at 2 P.M Russ S. Crosby Sheway, Tomes & Co .. HOMBAY VIA SINGAPORE & COLOMBO HARATA MARU ... On 9th Sept., at 4 P.M. Jap. str. ... K. Soyeda ... NIPPON YUSEN KAISHA BAPAVIA, CHEBUSON, SAMARANG, &c. On 5th Sept. TJIMAHI J., P. Scholte. JAVA-CHINA-JAPAN LIJN HOIHOW & HAIPHONG Quick despatch. SINGAN -F. Jamieson BUTTERFIELD & SWIRE SINGAPORE, PENANG & CALCUTTA ... CATHERINE APCAR. To-day, at 8 A.M Brit. str. ... L. C. Townsond. DAVID SASSOON & Co., LTD. SINGAPORE, PENANG & CALCUTTA To-day, at Noon FOORSANG ... T. A. Mitchell JARDINE. MATRESON & Co., LD ... On 2nd Sept., at Noon SINGAPORE, SAMARANG & SOURABAYA J. Robinson ... BUTTERFIELD & SWIRE To-day, at 4 P.M. RUDAT & SANDAKAN HORNEO Gor. str. F. Sembill ... MELCHERS & Co. KWANG CHOW WANG & HAIPHONG Middle of Sept. SI-KIANG E. de Catalano MESSAGERIES MARITIMES ... To-morrow, at 9 A.M.

1. From Green Island to the Harbour Master's

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Houghong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER -SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.

From Quebec.

"EMPRESS OF INDIA" SAT., 2nd Sept. 1 "ALLEN LINE" FRIDAY, 29th Sept. "EMPRESS OF IRELAND"Ful, 20th Oct. "EMPRESS OF JAPAN" SAT., 23rd Sept. "MONTEAGLE" SATURDAY, 14th Oct. The C.P.R. Co.'s str. Empress of Japan left "EMPRESS OF INDIA" SAT., 4th Nov. | "EMPRESS OF BRITAIN" PRI., 1st Dec.

Steamships leave HONGKONG at 6 P.M.

ITHE Quickest route to CANIDA, UNITED STATES and EUROPE, salling at L . SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Polatial "EMPRESS". Steamships, 14,500 tons, register, thus providing a comfortable and speedy through route

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers)

and 1st Class Railway .. First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," or ries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Trailic Agent for China.

Corner Pedder Street and Prays, opposite Blake Pier.

NORDDEUTSCHER IMPERIAL GERMAN MAIL

STHAMERS TO SAIL. NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG," Wednesday 6th GIBRALTAR, SOUTHAMPTON. Capt. F. T. BINZER, 18,300 [Sept., at Noon. ANTWERP and HAMBURG SHANGHAI, NAGASAKI, KOBE ! "G EISENAU," About Capt. TH. STOLLBERG, 16,000 and YOKOHAMA 5th Sept. ANGAUR, MANILA. "COBLENZ" 9th Sept. NEWGUINEA, BRISBANE. Capt. L. KLUGKIST, 6,750 -Daylight, SYDNEY and MELBOURNE ... "PRINT SIGI-MUND," KOBE and YOKOHAMA About Capt. F. BRUENING, 6,000 1 19th Sept. "BORNEO" KUDAT and SANDAKAN Middle of Capt. F. SEMBILL, 5,000

New System of Telefunken. For Further Particulars, apply to NORDDEUTSCHER LLOYD,

All the Steamers of the European Line are fitted with Wireless Telegraphic.

MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA Hongkong, 25th August, 1911.

CANADIAN PACIFIC RAILWAY CO.'S PORTEAND & ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMBHIP CAPTAIN TO SAIL "RYGJA" ... 3,828 ... Eivind Meyer ... On 1st Sept. Daylight. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

King's Building, (Opposite Blake Pier).

FRED J. HALTON. AGENT.



PHILIPPINES

STEAMSHIP	Tons	CAPTAIN	1 .	FOR	1	SAILING	DATE
ZAFIRO RUBI	4000 4000	M. C. Smith S. Crosby	Man Man	ila, Cebu & Ilei ila, Cebu & Ilei	0 0	30th Aug	t., 4 P.M

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES 8.S. Co. 113 Hongkong, 22nd August, 1911.

LATEST STEAMER MOVEMENTS.

VESSELS PASSED ANJER.

The II.-A. Linie str. Ambria left Shanghai on the 27th instant a.m., and may be expected here on or about the 30th instant p.m. The I G.M. str. Gneisenau, carrying the August 2, British str. Saga. German Mails with dates from Berlin of the 29-from New York for Manila. 9th instant, left Colombo on the 27th instant p.m., and may be expected here on or about the

The T.K.K. str. Tenyo Maru, sailed hence on the 29th ult., arrived at San Francisco on for Tjilatjap. the 24th inst. The T.K.K. str. America Maru is expected to leave San Francisco for this port on the 30th

The T.K.K. str. Shinyo Maru sails from Yokohama on the 29th instant, for San Francisco having taken on board the passengers and cargo per s.s. Nippon Maru, hence sailed on the 18th instant.

The T.K.K. str. Kiyo Maru arrived at Moji. on the 28th just, and sails on the 31st instant for South American ports. The T.K.K. str. Hongkong Maru arrived at Valparaiso on the 27th instant, and sails on or

about the 9th prox. The I.G.M. str. Kleist, which left here on the 23rd inst, at noon, arrived at Singapore on the 28th inst., at 7 a m. The P. & O. S. N. Co.'s str. Sumatra is

expected to arrive at Colombo on the 7th prox. at 6 a.m. The "Ben" Line str. Renvenue from Middlesbro' and London, left Singapore on the 27th just, for this port.

August 2, British str. Oobaria, from Soursbaya for Calcutta. August 2, British str. Saint Michael, May

August 2, British 4-m bg. Drumeltan, Watt, April 29, from New York for Hongkong. August 7, British str. Itindo, from Rangoon

August 7, Dutch str. Besitang. August 7. British str. Islander, Deans, from Calling at Christmas Island for Singapore. August 8, British 4-m. bg. Arrow, MacIvor,

May 2, from New York for Hongkong. August 8, British 4-m. bg. Alcides, Jarvis, April 25, from New York for Yokohama. August 9, British str. Querimba, from Colombo for Sourabaya.

August 11, Dutch str. Walcheren, Vollenhoven, from Rotterdam for Batavia. August 13, German str. Lothringan, Meyer, Aug. 11, from Tjilatiap for Batavia.

August 14, British str. Warpara, Hutcheson, Aug. 14, from Batavia for Colombo. August 15, German str. Altona, from Hamapply to

August 15, Dutch str. Tantalus, July 2, from Rotterdam for Batavia. August 15, German str. Rendsburg, May 20, from Hamburg for Batavia.

burg for Butavia.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

CATHERINE APCAR. Captain L. C Townesend, will be despatched for the above Ports TO-DAY, the 29th inst. For Freight or Passage, apply to.

DAVID SASSOUN & Co., LTD., -Hougkong, 25th August, 1911.

"SHIRE" LINE OF STEAMERS, LTD FOR LONDON, ROTTERDAM AN ANTWERP.

HE Steamship

""CARMARTHENSHIRE." Capt. R. L. Daniel, will be despatched as above TO-DAY, the 29th August. The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rates. A Doctor and Steward as are carried, and all Cabins are fitted with Electric Fans. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Agenta

Hongkong, 17th August, 1911.

THE PENINSULAR AN ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVEA, PERSIAN GULF, CONTINENTAL, AMERICAN AND BOUTH AFRICA

MEDITERRANEAN PORTS,

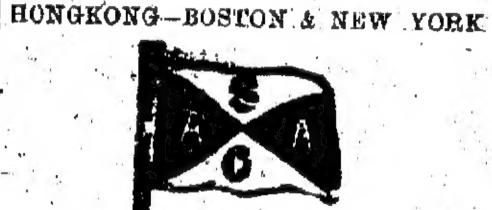
PORTS. THE Steamship

"ARCADIA" Captain S. Barcham, carrying His Mujesty's Mails, will be desputched from this for Bombay, on SATURDAY, the 2nd Sept., 1911, at Noon; taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. " MONGOLIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Caxgo for London (under arrangeme it) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other C rgo for London, &c., will be conveyed via Bembay by the s.s. "ARABIA," due in London on the 14th Oct., 1911. Parcels will be received at the Office

until 4 r.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT.

Superintendent. Hongkong, 21st August, 1911.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malsbar Coast.)

"KATUNA," ... On or about 5th Sept. and further information For freight apply to-

SHEWAN, TOMES & Co. General Agents, Hongkong, 15th August, 1911. [1037

THE AMERICAN AND ORIENTAL

FOR BOSTON AND NEW YORK. With Liberty to Call at the Malahar Coast THE Steamship

"ROSERIC," Will be despatched for the above Ports FRIDAY, the 15th September. For Freight and Passage, apply to ARNHOLD, KARBERG & Co., General Agents. Hougkong, 22nd August, 1911.



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). SINGAPORE, PENANG. CALCUTTA, COLOMBO, MDEN, SUEZ AND PORT SALD. (Taking Cargo at through rates to the PERSIAN. GULF, RED SEA, BLACK SEA. LEVANT, VENIOR and

ADBIATIC PORTS). THE Company's Steamship

" VORWAERTS," Capt. Dannecker, will be despatched as above on WEDNESDAY, 27th Sept. This Steamer has capital accommodation for passengers, electric ligh and carries a doctor. For information as to Passage and Freigh

SANDER, WIELER & Co., Agenta. Princes Buildings. Hongkong, 28th August, 1911.

STELL NAVIGATION COMPANY.

FÒR — —	STRAMMES		TO BAIL	BHARKE
SHANGHAI	DELTA Capt. E. P. Marti ASSAYE Capt. G. W. Co	n, R.N.R.	5 p.m. 30th Aug. About 14th Sept.	E Kaifter must
CONDON VIA USUAL PORTS)	Capt. S Barcham	Name of the last o	2nd Sept.	See Special Advertisoment
 TONDON and ANTWERP'S VIA SINGAPORE, PE- NANG, COLOMBO, PORT (8 SAID and MARSEILLES)	Capt. G. J. Coldwo	all [6th Sept	Freight only Freight and Passage
 **BHANGHAI, MOJI, KOBE) and YOKOHAMA For Further Particulars	Capt H. W. A. Ci	n.n.r.	About 7th Sopt. A. HEWE	Freight only

CHINA NAVIGATION CO., LD.

	1 1	SAILINGS	SUBJECT	TO ALL	LEKATION ,	•	141
		FOR .		BTELME	TRR -	TO BAIL	
	HOIHOW and	HAIPHONG		INGAN"	On 23	th Aug., 8	A.M.
	MANILA CE	RIT and ILOUIS	Jan 19 ander	AMING"	On 29	th Aug., 4	P.M. :
	SINGAPORE, SOURABAY	SAMARAN	and) a	HANTUNG"	On 29	th Aug., 4	P.W.
	SHANGHAL	reparte Art. at 1	· · · · · · · · · · · · · · · · · · ·	HINHUA"	On 31	st Aug., 4	PM.
	CHEFOO and	TTENTSIN	" E	WOHOLEU	" On 1s	t Sept., 4	P.M.
	TARK WARK	· · · · · · · · · · · · · · · · · · ·	4 A	NHUI"	On 2r	d Sept. B	I'night
	MANILA, CE	BU and ILOIL IREUT SAILU	r" O	EAN"	On 56	h Sopt. 4	P.M.
in a	Commence of the D	TREUT SAILIE	VGS TO W	EST RIVER	Twice Wookl	y	
_	1 1			nd S.S. "SA		1	· .
	AUSTRAI	LIAN STEAME				Electric L	ight.
,		171 materia 17 in					

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA LINE TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Dock, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS MANITUL" "CHENAN" CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Funs in the State-rooms and Diving Salcon, leaving Hongkory for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangisze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s hunch leaves Murray Pier at 10 o'clock every SATURDAY -These Steamers Land Passengers in Shanghai, avoiding the inconvenience of TELEPHONE 36

the transhipment at Woosung. REDUCED FARES: SINGLE \$45......RETURN \$75. BUTTERFIELD & SWIRE, For Freight or Passage apply to-AGENTS. Hongkong, 29th August, 1911;

Hongkong, 29th August, 1911.

Longkong, 28th August, 1911.

INDO-CHINA S. NAV. CO., LD. PROTECTION SATISTICS PROMITONAL MODERNICAR COMPLETED

EDOTAGLED SWIDINGS	FROM HOMOROMG	CONTRACT TO B	THEORETIONS
র চুন্দ	HTFA	MEB9 T	BAIL
T SHANGHAI VIA SWATC	W "CHOYS	SANG'" Wed'day	, 30th Aug., Noon
* TIENTSIN		HING " Friday,	1st Sept , Noon
**SHANGHAI, KOBE & M	OJI "NAMS	ANG" Friday,	1st Sept., Noon
SINGAPORE, PENANG &	CALCUTTA" FOOKS	ANG" Saturda	y, 2nd Sept. Noon
* MANTLA	"YUENS	ANG" Saturday	2nd Sept., 2 P.M
• MANILA	" LOGNO	SANG" Saturda	y, 9th Sept.; 2 P.M
	RN TOURS		

(OCCUPYING 24 DAYS), The Steamers "Kursand," "Namsand" and "Fooksand" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light, A duly qualified surgeon is also carried,

Steamers have superior accommodation for First Class Passangers and are fitted through. out with Electric Light. † Taking Cargo on through Bills of Lading to Yargtsse Ports, Tsingtau, Weihaiwei, Chefoe Tlentsin & Newchwang. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

HAMBURG-AMERIKA

GENERAL MANAGERS.

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA." Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO, to MARSEILLES, HAVRE BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to sall European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean Levantine, Black Baltic See and Ports, and all North and South American Ports, NEXT SAILINGS FROM HONGKONG:

			HOMEWARD.
	OUTWARD.		FOR HAVRE, BREMEN & HAMBURG:
POR SHAL	рилі, Кова & Токона	AZE	S.S. AMBRIA 31st Aug FOR HAVRE & HAMBURG:
* .			S.S. ALESIA 15th Sept
	SUEVIA	6th Sept.	FOR HAVRE, ROTTERDAM & HAMBURG:
	SENEGAMBIA	20th Sept.	S.S. PREUSSEN 20th Sept.
	A	6th Oct. 18th Oct	FOR HAVRE, & HAMBURG:
S.S. 8	BLAVONIA	3 37	S.S. RHEINFELS 29th Sept FOR HAVRE, BREMEN & HAMBURG:
S.S. 1	SCANDLA	16th Nov.	8.8. SUEVIA 12th Oct
8.8. 8	SPEZIA	2nd Dec	FOR HOTTERDAM & HAMBURG:
For I	Further Particulars, ap	ply to—	S.S. FURST BULOW 14th Oct.
			MBURG-AMERIKA LINIE,
			Hongkong Office,

DOUGLAS STEAMSHIP CO., LD. EST

HONGKONG-SOUTH CHINA COAST PORTS

1 1GHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW. AMOY AND FOOCHOW

AND. RETURN. (Occupying 9 to 10 Days). STEAMSHIPS. CAPTAIN LEAVING.

TUESDAY, 29th Aug., at I r.m. ... | Capt. J. S. Rosob Capt. J. W. Evans ... | FRIDAY. 1st Sept., at 1 P.M. ... Capt. W. C. Passmore ... TUESDAY, 5th Sept., at 1 P.M. " FAICHING"

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent, on the usual Rate to Foochow. Steam ets will servive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIR & Co., GENERAL MANAGUES,

Hongkon . 26th August, 1911.

Tongkong, 26th August, 1911.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PAULFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC

STRAFFER	Tons	CAPTAIN .	DATE	E OF SAILING
+ CHIYO MARU	21,000	W. W. Green	o FRIDAY	15th Sept., at Noon.,
 AMERICA MARU 	11.000	A. G. Stevens	FRIDAY.	6th Oct., at Noon.
+ TENYO MARU	21,000	F. Bent	··· PRIDAY,	13th Oct., at Noon,
+ SHINYO MARU	21,000	H. S. Smith	FRIDAY,	3rd Nov., at Noon.
+ Triple Screws, t	ushina angin	os. • Twin 8	drows.	

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAI.

SOUTH AMERICAN LINE.

CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at NOON.

(In Connection with the NATIONAL BAILWAYS OF MEXICO AT MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION): DATE OF SAILING. STEAMER 10,500 ... SATURDAY, 14th October, at Noon. BUYO MARU WEDNESDAY, 13th December, at Noon. HONGKONG MARU 11,000 ... 17,500 ... TUESDAY, KIYO MARU...

18th February, at Noon. FITHE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS_VIA MOJI, KOBE, YOKOHAMA and HONOEULU; on SATURDAY, 14th October, at NOON.

FARES FROM HONGKONG: To LONDON Yen 570.00. To VALPARAISO

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS :- Officials of any European Naval, Military, Diplometic, Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

ment of China and Japan. TO CANADIAN AND UNITED STATES POINTS:-Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call. TO ALL POINTS :- Missionaries and their families.

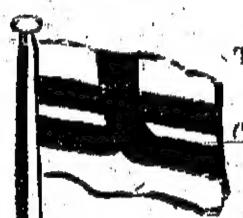
(These concessions apply to San Francisco Line Only). These magnificent steamers are most up-to-date and luxurious in every way. Excellent quisine and accommodation. "TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with Turbing Engines and Triple Screws. Record Speed 212 knots.

Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to K. MATSDA, AGENT, . King's Building (Opposite Blake Pier).

KAISHA. SHOSEN OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.



THE CHICAGO, MILWAUKEE AND PUGET SOUND BAILWAY THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canala, also to the principal ports in Mexica,

Connecting at TACOMA with

Centr	al and South America.		
FOE	STEAMNES	Tons (Gross reg.)	EBAV#3,
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAMI, KOBE, YOKKAICHI, SHIMIDZU and Yokohama	"CHICAGO MARU"	6,182 6,182	WED'DAY, 6th Sept., at 11 A.M. TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, Shanghai, Moji, Kobe, Yokkaichi,	MEALCO MARCO	6,064 6.064	SATURDAY, 16th Sept., at 11 a.m. TUESDAY, 17th.

Oct. at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerege Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for parrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGRONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

POR .	STEAMERS	LHAVES.
FOOCHOW VIA SWATOW	"CHOSHUN MARU"	WED DAY, 30th Aug.
TAMSUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 3rd Sept.
ANPING VIA SWATOW	"SOSHU MARU"	WED'DAY, 6th Sept.
and AMOY		ат 10 л.м.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of :-

2ND CLASS \$29.90. 1st Class \$45.50 Fer information of Freight, Passages, Sailings, atc., apply at the Co.'s Lecal Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL, 772-778 MANAGRI

ASIATIQUE

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

hours. 53

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 30th Aug., 1911, at 9 A.M.

For Passages and Freight, apply to

THOMAS, M.M. Co.'s AGENT.

MIPPONYUSENKAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-

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_				_	=	

COLOMBO. SUEZ

PORT SAID

STEAMERS SAILING DATES HIRANO MARU WEDNESDAY, 30th Aug., at Daylight. Capt. H. Fraser, MARSEILLES, LONDON and, TANGO MARU ANTWERP, via SINGA-WEDNESDAY, 13th PENANG Sept., at Daylight. Capt. K. Kawara, KAMO MARU (WEDNESDAY, 27th Capt. F. L. Sommer, '9,000"

Sept. at Daylight. KAMAKURA MARU SATURDAY, 9th Sont, from Konn VICTORIA, P.O. & SEATTI TUESDAY. 12th Capt. S. Tominaga, SEATTLE, via KRELUNG. Sept., at 4 P.M. 7.000

SHANGHAI, MOTT. KOBF. TAMBA MARU (TUESDAY, 10th YOKKAICHI, SIITMIZU Capt. K. Noda. Oct. at Noon. and YOKOHAMA ... SYDNEY and MELBOURNE, via MANILA, THURSDAY -YAWATA MARU ERIDAY. ISLAND, TOWNSVILLE Capt. T. Sekine, Sept., at Noon. and BRISBANE

BOMBAY MARU (WEDNESDAY, 30th SHANGHAI. KOBE ... Capt. J. Toranaka, 5,000 NAGASAKI. KOBE and (NIKKO MARU IWEDNESDAY, 30th YOKOHA:MA Capt. M. Yagi. 6:000 U Aug., at NOON. AKI MARU KOBE and YOKOHAMA THURSDAY, 31st Capt. K. Homma. 7.000 \ Aug. at Daylight. PAKATA MARU FRUESHAY, BOMBAY VIR SINGAPORE. and COLOMBO... Capt. K. Sovoda. 7,000

Omitting Keelung and Shimizu. Fitted with New System of Wireless Telegraphy. Carries Dock Passengers. | Cargoonly.

STEAMERS BETWEEN

KOBE AND CALCUTTA.

Regular Service (onec in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON. The First Steamer to sail from Hongkong :-

-- JINSEN MARU, TONS 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911. SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return,

\$120 IST CLASS . 8110 **\$90**

\$ 80 **\$.70** ·\$ 60 \$50

With Option of rail between Steamers' Calling Ports in Japan. For Further Information, apply to-T. KUSUMOTO, MANAGER. 1061-14-407

U.S. MAIL LINE.

PACIFIC MAIL

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VI. HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION, SAILING DATES 8th Sept., at 1 r.m. • MONGOLIA ... SATURDAY, 30th Sept., at 1 P.M. · 10th Nov. at 1 P.M. ... FRIDAY. SATURDAY. 25th Nov., at 1 P.M. * MONGOLIA. SATURDAY, 16th Duca, at 1 P.M. * KOREA 18.000 FREDAY, 12th Jan., at I P.M. * SIBERIA 18,060 SATURDAY, 27th Jan., at 1 P.M.

* Twin Screws. All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU. on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:

—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.K. PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M. TIME S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA. SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates. via Canadian Atlantic Ports. £43. FARES, HONGKONG TO LONDON via New York ...

HONGKONG TO SAN FRANCISCO Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON,

STEAMERS PASSED THE CANAL. August 1st-Antilochus, Benvenue, Buelow,

Ceylon. 4th-Agamem.on, Aki Maru, Austria, Caledonien, Dunblone, St. Patrick, 8th-Suevia. 11th-Slavonia, Theseus, Tranquebur. Delayed through mutilation, Va dalia 15th-Achilles, Benalder, Nob., Polma. 18th-Bra. silia, Mishima Maru, Stentor, Sydney, Telemachus, Gneisenau. 22nd- Belgravia. Denbighshire, Motoppo, Menclaus, umatra, Glenfarg, Senegambia, Lovat 25th-Armand Behic, Konanysi, S. neca. Siam, Abreus.

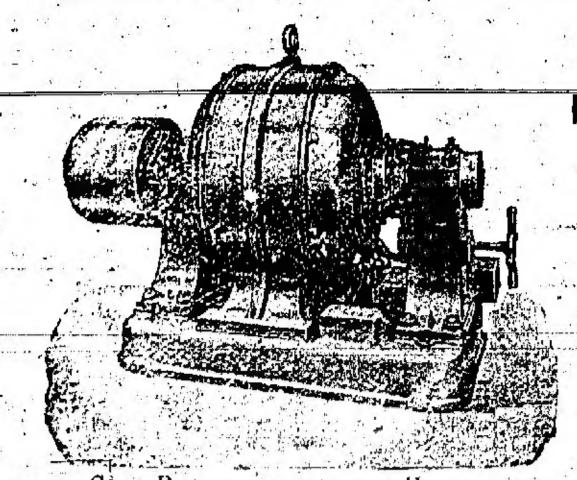
ARBIVA AT H. ME. August 25th-Indraw di. "iyasaki Maru, Ping Suey, Indra, Prinzess Alice.

PRINTIN

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bid printing and material is generally nil.

THE HONGKONG DAILY PRESS PRINTING WORKS

turn out the Best Printing at Reasonable Price



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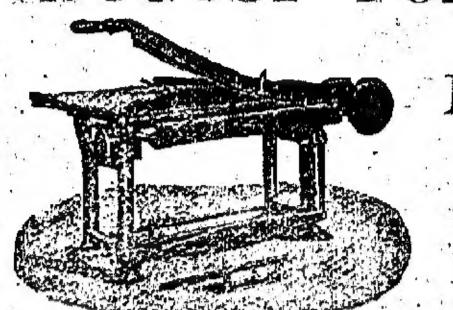
Titan BERGERHOF RHLD.

ELECTRIC MOTORS, DYNAMOS, VENTILATORS. ---AND ALL KINDS OF

ELECTRICAL GOODS.

HUGO C. A. FROMM. HONGRONG, J. QUEEN'S BUILDINGS, TEL. No. 900.

Hongkong, 25th August, 1911



PRESSES

PRINTING AND BOOKBINDING.

QUEEN'S BUILDINGS, Trl. No. 960. Houghong, 25th August, 1911.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

ON PARIS :-Bank Bills, on demand225 Credits, at 4 months' sight,......230 ON GERMANY:-

ON NEW YORK :-ON BOMBAY:-Bank, on demand134 ON CALCUTTA: ON SHANGHAL:-

ON SINGAPORE: On demand76 ON BANGKOK:—On demand...........841 GOLD LEAF, 100 fine, per toel857.80

BUHSIDIARY COINS. Chinese20 cents pieces \$6.35 discount. Chinese10\$6.70 \$6.18 Hongkong ... 10

SHARE LIST.—QUOTATIONS.

CIGARETTES OF DISTINCTION

and Felucca

Bouton Rouge



ON RESERVED BY

TIONS CASH.

-\$2, buyers

\$15, buyers

\$12, buyers

863, buyers

Quotation.

4/101 per 1b., buyers.

84 810.

Tls 250 7% p. annum Par. VERNON & SMYTH, Share-Brokers.

THE MAN OF TASTE

IN 50's & 100's

AT \$4.20 AND \$2.80 PER 100

ALL TOBACCONISTS.



goût americain Sole Representative for Hongkong and South China Hugo C.A. Fromm, Hongkong.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE

The Chinhua, with the Siberian Mail, is due to arrive here to:day.

Hongkong, 25th August, 1911.

The Tourane, with the Siberian Mail, is due to arrive here to day The Della, with the English Mail, left Singapore on Friday, the 25th inst., at-6:30 p.m., and may be expected here to-morrow, at 6 a.m. This packet brings the parcel mail closed in London for despatch by the all sea route on the 26th July, and for despatch overland on the

	The second state of the second		Value and the second control of the second c
	FOR	PER	DATE
-	Holhow		Tuesday, 29th, 10.00 A M
	Shanghai	1	Tuesday, 29th, 10.00 A M
٠		Catherine Apear	
			Tuesday, 29th,
			Printed Matter and Sam-
	**		ples 10.00 A M
	EUROPE, &C., INDIA VIA TUTICORIN,		Registration 10.15 A M
- 1	Late Letters 11, O A.M. to NOON. Extra		(Registration, with late.
	Postage 10 cents).	Tourane >	fee of 10 cents, up to
	Letters posted in all the Pillar, Boxes in	Toasane	11.00 A M.)
	time for the first Clearance will be		
	included in this contract mail)	2 9 9	Registration, Kowloop.
	meinder in this constant man,		B.O 9.30 A M
			No late fee
			Letters 11.00 A M
	Swatow, Amoy and Foothow	Hailen	Tuesday, 29th, NOON
	Macao	Sui Tai	Tuesday, 29th, 115 P M
	Manila, Cebu and Iloilo	Taming:	Tuesday, 29th, 3.00 PM
	Singapore, Samarang and Sourabaya	Shantung	Tuesday, 29th, 3.00 P M
	Kobe and Moji	Nippo Maru	Tuesday, 29th, 4.00 PM
	Amoy		Tuesday, 29th, 5.(0 P M
		Hirano Mara	
		CAPITALITY SECTION 1	Euritary, array of a second
4 7	Fort Bayard and Haiphong	Sillann	Wadnesday 30th 8 00 A M
	Pakhoi and Haiphong	Banai .	Wednesday 30th 900 km
	Swatow, Amoy and Poochow	Charles Read	Wouldestay, cotta, 2,00 a m
l.	Swatow, Amov and Standards	Onosiacia Marin	Wednesday, Idea, 7.00 % M
	Swatow and Shanghai	Maysany 984	Wednesday, Soun, 11.00 & to
	Nagasaki. Kobo and Yokohama	NIKKO Mara	Wednesday, J th, 11.10 A M
	Macho	But Lat	Wednesday, 30th, 1.15 P M
	Manila, Cebu and Iloilo	Zafiro	Wednesday, 3 tb, 3 CO P M
	Shanghai	Delta	Wednesday, 30th, 5.00 P M
	Shanghai SIBERIAN MAIL TO EUROPE	111	
	Macao	Sui Tai	Thursday, 31st, 1.15 P M
i	Macao Shaoghai	Chinhua	Thursday, 31st, 3.00 PM
4	Moji, Kobe, Yokohama and Portland	Hygja	Thursday, 31st, 5.00 P M
			: SEPTEMBER $:$
	Tientsin Shanghai, Kobe and Moji	Chipshing	Friday, 1st, 10.00 A M
	Shanghai. Kobe and Moji	Nameang	Friday. 1st. 10.00 A M
	Manila (Taking Mails for Cobu and Hoile),		
	Thursday Island, Cooktown, Cairns,		
,	Townsville, Brisbane, Sydney, Hobart,	Younda Mary	Friday. 1st. 10.00 am
	Launceston, New Zealand, Melbourne,	2 1101011 2121212 12 1910	
	management and a second the management of the comment of the comme		

Manila (Taking Mails for Cobu and Hoile), Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne,	Yawata Maru	Friday, 1st, 10.00 A M
Danedin, Adelaide, Perth, and Fremantle	w * *	· · ·
		Friday, 1st,
		Printed Matter and Sam-
		ples 10.00 A M
		Registration 10.15 A M
	i	(Registration, with late.)
SPARGHAI, NAGASARI, ROBE, YOKOHAMA, [fee of 10 cents, up to
HONOLITU AND SAN FRANCISCO	China	11.00 A.M.)
SIBERIAN MAIL TO EUROPE		Registration, Kowloon
		B.O 9.30 A M
		No late fee.
		Tatters Noon
Swatow Amoy and Foochow	Haryany	Friday, 1st, Noon.
	Cl the t	Friday, 1st, 1.15 P M
	Kucichow	Friday, 1st. 3.00 P M
Sinuagore, Penang and Calcutta	Fooksang	Saturday, 2nd, 10.00 A M
EUROPE, &c., INDIA VIA TUTICORIN,	r	Saturday, 2nd,
(Late Letters 11.00 A.M. to Noon. Extra		Printed Matter and Sam-
Postage 10 cents.)		ples 10.00 A
(Supplementary mail on board up to the		Registration 10.15 A M
time fixed for departure of the mail	1	(Registration, with la
Extra Postage 10 cents)	Arcadia 3	fee of 10 cents up t
(Letters posted in all the Fillar Boxes in	ANY	10.45 A.M.)
time "for the first clearance will be		Registration, Kowlood
included in this contract mail.)		B.O 9.30 A >
The Parcel Mail will be closed on		No late fee
Friday, 1st instant, at 5 P.M.	in the state of th	Letters 11.00 A M
Manila	V	
Manila (Taking Mails for Cebu and Moild)	Yuensang	Saturday, 2nd, 1.00 P M
Macro	Sui Tai	Saturday, 2nd, 1.15 P M
Shanghai,	Anhui	Cr. 1 Cr. 1 For
Swatew, Amoy and Foothow		Tuesday, 5th, Noon
Marila, Cebu and Iloilo	Tean	Tuesday, 5th, 3.00 P M

DANKS .-∫ \$887<u>1,</u>x d, sel. 120,000 Hongkong & Shanghai Bank Corporation £85 10/- x div China Borneo Company, Limited 60,000 50,000 \$10, buyers Thing Light and Power Company, Limited. \$1.55, sellers-China Provident, Loan & Mortgage Co., Ld... 200,000 1884, buyers COTTON MILLS .-20,000 Tla. 50 Tls. 87. Hwo Cotton Spin'g. & Weaving Co., Ld. 125,000 Hongkong Cotton Spinning Co., Ld.... International Cotton Manufing Co., Ld. Tls. 421. Tis. 100 Laou-Kung-Mow C. Spin & Weav. Co., Ld Tis. 61. Soy Ches Cotton Spinning Co., Limited Tls. 23. Dairy Farm Company, Limited \$23, buyers DOCKS AND WHARVES .-60,000 50,000 H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld. 252, x d. sollers New-Amoy Dock Co., Limited \$8. sellers Shanghai Dock and Engineering Co., Ld Pls. 100 Shanghai and Hongkew Wharf Co., Ld., 36,000 Green Island Coment Co., Limited 400,000 83.90 Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited ... Hongkong Hotel Company, Limited... 872, sales Manila Metropole Hotel Limited Hongkong Ice Company, Limited Hongkong Rope Manufacturing Co., Limited H'kong& South China Steam Fisheries Co., Ld. 8175, sallars 60,000 \$18, sales 10,000 861, buyers NSUBANCES .-10,000 20,000 24,000 8,000 10,000 Canton Insurance Office Co., Limited .. \$207, buyers China Fire Insurance Co., Limited "... \$125, buyers China Traders Insurance Co., Limited ... 350 3350, bayers Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited ... £5 Mq. 160, sollers Union Insurance Society, Limited 12,400 12,000 \$100 | \$8121. buyers \$100 \$60 **8215**, @ Ex 73, Yangtsze Insurance Association, Limited 50,000 150,000 6,000 78,000 12,500 \$101, buyers \$71, buyers Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. ... 927), buyers Tla. 90) Shanghai Land Investment Co., Limited West Point Building Co., Limited \$45, buyers 16,000 200,000 SociétéFrançaise des Charb'ges du Tonkin S2 65, buyers Raub Australian Gold, Mining Co., Ld,... 25,000 50,000 75,000 Peak Tramways Co., Limited ... 85, buyers Philippine Co., Limited REFINERIES .all | 8135, sales China Sugar Refining Co., Limited 20,000 \$31, sales Luzon Sugar Refining Co., Limited STRAMSHIP COMPANIES .-810, buyers 30,000 20,000 China and Manila Steamship Co., Ld. ... \$20, buyers Douglas Steamship Co., Limited Hongkong, Canton & Macao S.B. Co., Ld. \$281, sales \$65 {L'dop. £5 17. 6. 60,000 pref. Indo-China Steam Navigation Co., Ld 60,000 def. 2,500,000 76/-, sellers Shell Transport & Trading Co., Limited. \$263 \$163 Star Ferry Company, Limited 10,000 South Chins Morning Post, Limited 20,000 Steam Laundry Company, Limited... STORES AND DISPENSARIES.— 1,200 15,000 10,000 840, buyers Campbell, Moore & Co., Limited Wm. Powell, Limited

SHARES.

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Amount.

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TO-MORROW.

6.30 PM - Extraordinary General Meeting of the Royal Hangkon - Golf-Club, at Club House, Happy Valley.

FORTHCOMING EVENTS.

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT

HONGKONG For Demand Drafts on London on the day of or preceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years

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